

State Comptroller Is Injured in Rhinebeck Plane Crash

Weather Outlook

Tonight

Cloudy

Temperatures Today

Maximum, 36; Minimum, 27

VOL. LXXXVI—No. 68

The Red Cross
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For Hungary

PRICE FIVE CENTS

The Kingston Daily Freeman

CITY OF KINGSTON, N. Y., TUESDAY EVENING, JANUARY 8, 1957

Continuance of Three Billion in Excise, Corporation Taxes Administration Goal



TINY PIN CUSHION—Little Susana Gorri, 11½-month-old daughter of Mr. and Mrs. Virgilio E. Gorri, of Argentina, is held by her mother Jan 7 in a Philadelphia hospital after the youngster had the 47th straight pin removed from her insides. She swallowed the pins last summer. Forty-five of the pins were removed without trouble, but the last two lodged in her right lung and special operations were performed. (AP Wirephoto)

Governor, Legislature Agree on Main Issues

Albany, N. Y., Jan. 8 (AP)—New York's Democratic governor and Republican-controlled legislature agree in principle on most major issues scheduled for action in the 1957 legislative session.

The session opens tomorrow.

Disagreements are more likely to be over methods, degree and "to be determined in the light of the state's fiscal condition."

Harriman's tax proposals are expected in his budget message Feb. 1.

There may be grounds for Democratic-Republican disagreement if Harriman proposes increasing the state gasoline tax. His annual message will imply that such an increase appears inevitable.

His message will say: "Your honorable bodies and I must accept the responsibility of providing sufficient revenues to support our ambitious and urgently needed road program."

The Heck-Mahoney statement says: "With the state's share of fed-

(Continued on Page 24, Col. 4)

Plan Truck Terminal Warehouse Firm Buys Bartram Site

The former Bartram Brewery building on Bartram avenue and South Clinton avenue, which was purchased some time ago by V. J. Costanzo of Poughkeepsie and partially demolished, was purchased yesterday by the Robin Warehousing Corporation of Glenford and will be used as a truck terminal by the Mohican Express of Glenford.

Waiting for Weather

Wesley A. O'Brien, president of the Robin corporation, said today the building would undergo alterations as soon as weather conditions permit and eventually the building would be placed in a usable condition for warehousing purposes and storage. The first story is now in condition for use as a truck terminal.

Officers of the Robin Warehousing Corporation are Wesley A. O'Brien, president; LeRoy O'Brien, vice president and Mrs. Viola M. O'Brien, secretary-treasurer.

Moving From Glenford

The Mohican Express, which is operated by the O'Briens from Glenford, will move its terminal from Glenford to Kingston as soon as possible. Mohican Express operates a fleet of six trucks and six trailers under a franchise throughout Ulster county, to Albany, Poughkeepsie, Newburgh and throughout the Catskill Mountain area to Delaware, Greene, Albany and Rensselaer counties.

Included in the sale yesterday was the old brewery building, \$10,000. The seizure was made

formerly a four-story brick structure. A portion of the building was demolished by Costanzo before the work was halted some time ago. It is planned to erect new walls on two sides of the building, roof it and restore the four story structure.

Ideal Location

O'Brien said today he had seen the "possibilities of restoring the building" and acquired it. Its central location in the territory over which the express line op-

(Continued on Page 24, Col. 8)

Ellenville Man Is Held For Jury on Drug Charge

Benny Logan, 29, of 109 Canal street, Ellenville, was held for Grand Jury action last evening following arraignment before Justice Benjamin Lonstein of Ellenville on a charge of possession of more than a quarter of an ounce of a narcotic. The specific charge is violation of Section 1751 of the Penal Law.

Logan, who had been a resident of Ellenville for the past three months, was arrested last Friday night by County Investigator Arthur H. Brown, Deputy Sheriff Charles McCullough, Ellenville Chief of Police Frank Groppe and Sergeant Abe Rand, following a tip received by District Attorney Howard C. St. John.

Seized at the time was about a pound of stuff believed to be Marijuana worth approximately \$10,000. The seizure was made

SEN. W. F. KNOWLAND

Thinks of Family

After first informing President Eisenhower and his GOP colleagues of his intentions, Knowland had a news conference that he is quitting the Senate to spend more time in California with his wife, three children, five grandchildren and elderly father.

He said he wants to become more active as assistant publisher of the Oakland Tribune, of which his father is publisher.

He replied only "no comment" to questions about whether he will seek the California governorship in 1958 or the presidential nomination in 1960.

But politicians probed behind the reasons he gave and many of them thought they came up with a carefully drawn plan for Knowland to seek the California governorship as a stepping stone for a renewed bid for the presidency.

To get the GOP governorship nomination Knowland probably would have to convince Repub-

(Continued on Page 24, Col. 3)

at the Ellenville residence and the stuff is to be tested at the Kingston Laboratory.

Following the tip that the contraband was hidden in the house, the police officials swooped down and seized the alleged drug. Logan's arrest was described by St. John as "a portion of that general investigation" which began several months ago and which resulted in the arrest of Dr. William Bockman, of 49 Center street, Ellenville.

Prior to coming to Ellenville Logan had resided at Fallsburg and before that in the Bronx. County Investigator Brown said Logan at the time of his arrest admitted to six prior convictions, officials said. He was remanded to jail by Justice Lonstein pending arrangement for bail before County Judge Louis G. Bruhn.

Seized at the time was about a pound of stuff believed to be Marijuana worth approximately \$10,000. The seizure was made

Knowland Ambition: President

Washington, Jan. 8 (AP)—Sen. Knowland (R-Calif.) appears to be moving himself toward a position where he can challenge Vice President Nixon and all other comers for the 1960 GOP presidential nomination.

Knowland, the Senate's Republican leader, announced yesterday a carefully considered decision not to seek re-election to the Senate next year. His term expires in January 1959.

Keeps Door Open

But he declined to eliminate himself as a possible contender for the Republican nomination for the California governorship in 1958. And neither would he close the door against another bid for the Republican presidential nomination.

Significantly, Knowland said he has "no plans" to relinquish his position as Republican leader during the two years remaining in his term. That job keeps him prominently in the public eye.

Knowland, 48, was appointed to the Senate by then Gov. Earl Warren in August 1945. He became Senate GOP leader in 1953 following the death of Sen. Robert Taft of Ohio.

Conger, who signed the order yesterday, indicated he also would soon act favorably on the government's motions to dismiss reorganization proceedings and appoint a receiver for the railroad.

Certain stockholders as well as the government have been seeking to force liquidation of the railroad's assets.

Chief Asst. U. S. Atty. Thomas B. Gilchrist Jr. said the government would move "with the greatest expediency" possible in applying for enforcement of the laws.

Reorganization proceedings for the railroad began in 1937, and Conger has been hearing various

(Continued on Page 24, Col. 7)

Harriman to Ask Rent Control 2 Years More

Albany, N. Y., Jan. 8 (AP)—Gov. Harriman will ask the Legislature tomorrow to extend rent control for another two years, it was learned today.

A source close to the Democratic governor said Harriman also

would propose a system of marketing orders governing farm produce and would seek enactment of a state meat-inspection law.

Harriman, in his annual message, will report that construction of new homes in the state in 1956 was "disappointing." He will blame this on the Eisenhower Administration's "tight money" policy, contending that adequate credit was not available at reasonable rates.

To Stress Shortage

The governor, who is under attack, will say that a continued shortage of housing re-emphasizes the need for extending the rent-control law which is slated to expire June 30.

He will ask for tightening of the law "to prevent the shameless gouging of tenants that is still going on" and will promise to spell out his proposals in a special message.

Order Signed

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Reorganization proceedings for the railroad began in 1937, and Conger has been hearing various

(Continued on Page 24, Col. 6)

250-Year History of Ferry Service Here in This Edition

When the Ferryboat George Clinton made what is believed to be the final crossing Sunday between Kingston and Rhinecliff, she brought to an end ferry service between the east and west coast of the Hudson river here.

In connection with the passing of this historic service, The Freeman presents in this issue A History of the Kingston-Rhinecliff Ferry by Donald C. Ringwald. The author is a member of the Steamship Historical Society of America, the Great Lakes Historical Society and the Marine Historical Society of Detroit.

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IBM Workers Are Citing Hardship Span Not Ready

Stoppage of ferry service between Kingston and Rhinecliff due to weather conditions has created a hardship for several hundred workers at IBM who live in the Red Hook-Hyde Park area and efforts are being made to open the new bridge immediately to traffic.

It was disclosed today that a petition may be circulated and sent to the state authorities asking for opening of the structure to traffic even before all work on the walk and curbing has been completed.

300 Are Held Up

Some 300 residents across the river who had been using the ferry are now compelled to go to Poughkeepsie or Catskill to cross the river, it was stated.

Discontinuance of ferry service between Kingston and Rhinecliff this week has given impetus to the request for an early opening of the bridge.

A statement recently issued by the Bridge Authority to the effect that it was not deemed advisable to open the bridge to traffic until it was considered safe for travel, and the stopping of ferry service has brought about the proposal to petition the state authorities to open the bridge prior to completion of the curbing and walks.

The Rhodesian ridgeback breed of dogs somewhat resemble the Weimaraner.

DIED

KINGSBURG—Entered into rest Sunday, January 6, 1957, at Albany, N. Y., Harry M., of 83 West Union street, husband of Harriet R. Massler Kingsburg; father of Henry L. and Jerome L. Kingsburg; brother of Mrs. Helen M. Barber.

Relatives and friends are invited to attend the funeral from the Jenson and Deegan Funeral Home, 15 Downs street, Wednesday at 2 p. m. Friends may call at the chapel Monday evening from 7 to 9 and Tuesday from 2 to 5 and 7 to 9.

Attention Officers and Members of The Exempt Firemen's Association

All officers and members of The Exempt Firemen's Association are requested to meet at Jenson & Deegan Funeral Home, 15 Downs St. at 7:45 Tuesday evening to pay respects to our departed brother member Harry M. Kingsburg.

EDWIN J. KOLTS
President
L. E. DUNNE
Secretary

Attention Officers and Members of Kingston Post, No. 150, American Legion

Members of Kingston Post, No. 150, American Legion, will meet at the Jenson and Deegan Funeral Home, 15 Downs street, this evening at 7:30 o'clock, where ritualistic services will be held for our late comrade, Harry Kingsburg.

WILLIAM F. HANLEY
Commander
A. J. MURPHY III
Adjutant

Attention Officers and Members of Joyce-Schirick Post No. 1386, Veterans of Foreign Wars

All officers and members of Joyce-Schirick Post, No. 1386, Veterans of Foreign Wars, are requested to meet at the Jenson & Deegan Funeral Home, 15 Downs street, at 7:15 this evening to pay their respects to our late comrade, Harry M. Kingsburg.

LESLIE L. MUNSON
Commander
BELA VITARIUS
Adjutant

Attention Officers and Members of Cornell Hose Co. No. 2

All officers and members of Cornell Hose Co. No. 2 are requested to meet at the Jenson & Deegan Funeral Home, 15 Downs street, this evening at 7:30 p. m., to pay our respects to our late member, Harry M. Kingsburg.

EUGENE VOGEL
President
HERBERT WOLFF
Secretary

Sweet and Keyser Funeral Service, Inc.

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Four Generations of Service

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Local Death Record

Mrs. Mabel Moehlich

Funeral services for Mrs. Mabel Moehlich, formerly of Union Center, who died suddenly Monday morning at her residence 485 Wilbur avenue, will be held from the W. N. Conner Funeral Home, Inc., Thursday at 10:30 a. m. Friends may call Tuesday and Wednesday between 2 to 4 and 7 to 9 p. m. Burial will be in Wiltwyck Cemetery.

Francis R. Scanlon

Francis R. Scanlon, formerly of New York city, and a resident of Creek Locks for about 15 years, died Monday. He is survived by his wife, Theresa L. Scanlon; a brother, four sisters and several nieces and nephews. The body is reposing at Joyce's Funeral Home, 201 First Place, Linden Boulevard, St. Albans. Funeral will be held at St. Michael's Church, Jerome street, Brooklyn, at 10 a. m., Thursday. Burial will be in Most Holy Trinity Cemetery, Brooklyn.

Charles A. Smith

Charles A. Smith, 70, of Accord, died in Kingston yesterday. Surviving are his wife, Alice Rose Smith; a son, Robert Smith of Accord; two sisters, Mrs. Mabel Lawrence and Mrs. Lester Coddington and a brother, John Smith, all of Accord. Three grandchildren and several nieces and nephews also survive. Funeral will be held from H. B. Humiston Funeral Home, Kerhonkson, Thursday at 2 p. m. with the Rev. George Goodwin of the Accord Methodist Church officiating. Burial will be in Greenwood Cemetery, Brooklyn on Thursday.

William J. Reilly

The funeral of William J. Reilly of Port Ewen, who died Friday in this city, was held Monday at 9 a. m. from James M. Murphy Funeral Home, 176 Broadway; thence to the Church of the Presentation, Port Ewen, where at 9:30 a. m. a high Mass of requiem was offered for the repose of his soul by the Rev. Joseph A. Wall, CSSR. Many friends attended the Mass. Responses to the Mass were sung by soloist, Martin Kelly, accompanied by Theodore Riccobono, organist-choirmaster. During the bereavement, many friends called at the funeral home Sunday evening the Rev. James F. Lover, CSSR called and led those present in the recitation of the Rosary. Many spiritual and floral bouquets were received. Burial was in St. Mary's Cemetery where Father Wall gave the final absolution and blessing. Bearers were Donald Van Loan, Donald Ferraro, Charles Barton, James Flynn, Joseph Gallagher and Joseph Scherer.

Kenneth L. Hotaling

Kenneth Le Grand Hotaling, 52, of 37 Van Buren street, died Monday. Mr. Hotaling was employed as a foreman on the West Shore Division of New York Central Railroad for the past 20 years. Surviving are his wife, the former Mary Straley; four daughters, Mrs. Shirley Edell of Kingston; Nancy, wife of Kenneth Lowe of this city; Miss Jean Hotaling of Schenectady and Kay Hotaling at home; a son, Kenneth L. Hotaling Jr., of Kingston; his mother, Mrs. Dorothae Hotaling of this city; a sister, Miriam, wife of Donald Murphy of Catskill; also three grandchildren. Mr. Hotaling was a member of the Evangelical Lutheran Church of the Redeemer and he served as secretary of Charles DeWitt Council No. 91 JOUAM. He also was an Exempt fireman on the rolls of Cordts Hose Company and held membership in West Shore Lodge 1448, International Association of Machinists. Funeral services will be held Thursday at 2 p. m. from Sweet and Keyser Funeral Home, 167 Tremper avenue. The Rev. David C. Gause, pastor will officiate. Burial will be in Montrepose Cemetery. Friends may call from 2 to 5 and 7 to 9 p. m. Tuesday and Wednesday.

MOEHLICH

Suddenly in this city, January 7, 1957, Mabel Moehlich, wife of the late Joseph Moehlich, mother of Mrs. Dorothy Elliott and the late Joseph Moehlich, Jr., sister of Mrs. George Van Aken and Chauncey and Daniel Terpening. Friends may call at the W. N. Conner Funeral Home, Inc., Tuesday and Wednesday between the hours of 2 and 4 and 7 to 9 p. m., where funeral will be held Wednesday, Jan. 9 at 8:45 a. m. and from St. Peter's Church at 9:30 o'clock where a high Mass of requiem will be offered. Burial in St. Mary's Cemetery.

O'CONNOR

In this city, Jan. 5, 1957, Natalie M. O'Connor, wife of Francis E. O'Connor, MD; mother of Miss Mary C. O'Connor; sister of Mrs. Gertrude Ludwig and Mrs. Florence Hauss. Friends may call at the W. N. Conner Funeral Home, Inc., Monday between the hours of 7 to 9 p. m. and Tuesday 2 to 4 and 7 to 9 p. m., where funeral will be held Wednesday, Jan. 9 at 8:45 a. m. and from St. Peter's Church at 9:30 o'clock where a high Mass of requiem will be offered. Burial in St. Mary's Cemetery.

SETHER

At Hackensack, N. J., Monday, January 7, 1957, Conrad T. Sether of Woodstock; husband of Mrs. Andrea Sether, father of Mrs. Howard Hansen and brother of Mrs. Sigrid Steinbeck. Funeral services at Lasher Funeral Home, Woodstock, Wednesday, January 9, at 8 p. m. Interment in Greenwood Cemetery, Brooklyn on Thursday. Friends may call at the funeral home this evening and tomorrow afternoon and evening.

SMITH

Of Accord, N. Y., in this city, January 7, 1957, Charles A. Smith, husband of Alice Rose Smith; father of Robert Smith and brother of Mrs. Mabel Lawrence, Mrs. Lester Coddington and John Smith.

Funeral from the H. B. Humiston Funeral Home, Kerhonkson, Thursday, January 10, 1957, at 2 p. m. Burial in Accord Rural Cemetery.

Memoriam

In loving memory of my dad George Brunner who passed away January 8, 1945.

Some time has passed since that sad day.

When one I loved was called away.

God took him home

It was His will

But in my heart he liveth still

Loving daughter

INEZ

AIR-CONDITIONED FUNERAL HOME

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MORTICIANS

KINGSTON

1 PEARL STREET

Telephone 625



Ulster Business Group to Meet Wednesday Night

The first meeting of the fourth year of the Ulster Albany Avenue Businessmen's Association, Inc., will be held at 7:30 p. m. Wednesday.

President David Van Wagener said the meeting was being called earlier than usual because of the heavy agenda. The meeting will be at Cypress Inn.

Mr. Van Wagener urged members to attend, pointing out that the association was faced with many important decisions which would have a profound effect upon its future and the prosperity of the community.

Petition on Lights

Members will be presented with a street lighting petition as formulated by Supervisor Percy Bush, town of Ulster, with the assistance of Central Hudson advisers. The proposed lighting district would have the same boundaries as the water district. A public hearing will be held at some future date and, if taxpayers vote in favor of the proposed lighting district, petitions will be circulated in the township.

An ordinance on licensing of peddling and hawking is being formulated for the township, it was reported. The ordinance, as prepared by the association, will be explained at the meeting Wednesday. On display will be a number of ordinances in effect in other communities.

To List Officers

The nominating committee met last week to prepare a slate of officers. The list will be announced at the meeting: Names of candidates may also be presented from the floor.

Two directors must also be elected to fill expired terms, it was said.

A copy of the Blue Book on businesses open on Sunday has been received by Secretary John Johnson. It will be read at the meeting.

The lavish displays are for wholesale and department store buyers and are not open to the public.

Aluminum Products

One striking innovation is aluminum wallpaper. A panel displaying heavy gray foil, with a multi-colored mosaic design by Ilonka Karasz, was shown by the Aluminum Co. of America.

Remote, automatic space control in the kitchen is a feature of a project still under development by engineers of Whirlpool-Seeberger Corp.

This "miracle kitchen" which can't be bought this year, has such features as indirect mood lighting, a self-propelled serving cart, and an automatic mobile floor cleaner. It includes wall cabinet refrigerator and storage compartments which glide to convenient reach-in heights at the wave of a hand.

Two hundred white persons were reported by the Chattanooga, Tenn., Times, to have formed a crowd near the home of John Crane in the Dry Valley community near Rossville, Ga., Saturday night, protesting the presence of the Negro tenant.

Crane said the building was burned Monday night despite his assurance to the crowd that he would not let the Negro occupy the building.

Negro GI Arrested

A bus integration attempt in Memphis, Tenn., brought the arrest of a Negro soldier. The Memphis sheriff's office reported the soldier, booked as Charles S. Nabors of Ft. Lawson, Wash., was arrested Monday night after he sat down by a 12-year-old white girl, put his arm around her and slapped her. Deputy Sheriff H. J. Beach said Nabors was charged with drunkenness, disturbing the peace and assault and battery.

In Florida, where bus integration difficulties brought temporary suspension of service, Gov. Leroy Collins said it is "folly for anyone to expect judicial dictation to compel social adjustment."

Safety Releases

Other measures on the GOP priority list are:

1. Re-enactment of the Refugee Relief law which expired Dec. 31, with some now provisions to provide permanent residence status for more than 15,000 Hungarian refugees being admitted to the United States on a parole or temporary basis.

2. A four-year school construction program.

3. Legislation for the assistance of corn producers.

Knowland said other measures undoubtedly will be added to the list in the weeks ahead.

Continuance

creation of an investigating commission, a civil rights division in the Justice Department, authority for the attorney general to go into federal courts in support of the right to vote, and power to act against private citizens who violate others' civil rights.

The plan this year, Knowland and Martin said, is for the House to act first on the civil rights measures. Knowland said he hopes for "very early" committee hearings in the Senate, but made no forecast as to what the Senate itself may do.

Other Measures

Admiral Corp. has a new inside safety release for the refrigerator door, so small fry can't be locked inside; and the firm defies youngsters to tarnish its new copper exterior. General Electric also has "child-safe" doors on its refrigerators; and the removable oven door is a new GE wrinkle.

Carpets of synthetic fibers approximating wool qualities include Union Carbide and Carborundum's Dynel, Acrylspan produced by Chemstrand, Chromspun a product of Tennessee Eastman, and an American viscose product called Super L. There is a new carpet Nylon from Du Pont and Industrial Rayon.

For Small Apartments

There are a number of new lines of basic small-scale furniture pieces, designed to make the small apartment look bigger. Such is a group of 40 pieces of interchangeable living, dining and bedroom furniture which American of Martinsville calls its "up-to-date" collection.

Unnecessary inches have been trimmed from these pieces, and they are lower, with more svelte lines. They include, in most instances, storage facilities, and they are particularly suited for rooms which do double or triple duty.

Man Is Indicted

Washington, Jan. 8 (AP)—The Justice Department announced today a federal grand jury has indicted John R. McAlpine, Detroit, Mich., advertising man, on charges of publication and distribution of anonymous political literature. The indictment, returned in Detroit, is in two counts, the department said. One charge is that McAlpine caused the literature to be distributed and the other that he caused it to be transported in interstate commerce.

Hup Cap Stolen

Toronto, Jan. 8 (AP)—Police today issued a warrant for William (Red) Aitken, 17-year-old bank teller who failed to return to work at a midtown branch of the Imperial Bank of Canada yesterday after his lunch hour. Bank officials say \$7,051 is missing. Two companions of the teller, who had worked for the bank for six months, are being sought for questioning. They are William Cherazzo and Leonard Slatner, who also failed to return to their places of employment after lunch yesterday. The bank reported Aitken's disappearance to police in the late afternoon.

Homebody

Jay, Okla. (AP)—Sam Chandler has not only lived near Jay, in northeast Oklahoma, all his life, but he resides in the house in which he was born 78 years ago.

Financial and Commercial

New York, Jan. 8 (AP)—Rails

made some gains in an otherwise mixed stock market early this afternoon.

Area Events Scheduled

(Notices of meetings, suppers and other events to be listed in this column should be sent to the City Editor, Kingston Daily Freeman, as far in advance as possible.)

Today

6:30 p. m.—Saugerties Rotary,

Katsbaan Inn.

6:45 p. m.—Town of Ulster

Kiwanis Club, Airport Inn.

7:30 p. m.—Chambers School

P-TA organizational meeting, at

school, Albany avenue extension.

Common Council meeting in

recessed session, Council Chambers, City Hall.

Kingston District Court of

Recognitions, BSA, George

Washington School Auditorium.

Ladies' Auxiliary of Ancient

Order of Hibernians, Division 4,

K of C Hall, County meeting

will follow.

8 p. m.—Joyce-Schirick Post,

1386 VFW and Auxiliary, 552

Delaware avenue.

Town of Esopus Post, 1298,

American Legion Court, Port

Ewen.

Hurley Democratic Club Old

Hurley.

Ladies' Auxiliary of Weiner

Hose Company regular monthly

meeting, Central Fire Station,

East O'Reilly street.

Ulster County Board of Super

visors for organizational

meeting, Court House.

Ulster County SPCA regular

meeting, Court House.

Ulster County Health

Committee, TB Office, 74 John street.

B'nai B'rith Girls will sponsor

card party at Jewish Community

Center, Wall street.

Ladies Auxiliary of Lomont

ville Fire Department, in regular

meeting.

'50 Club, Inc. meeting at

rooms, 97 Abel street. Officer's

reports, refreshments.

Alumnae Association of Acad

emy of St. Ursula in monthly

meeting at school cafeteria.

Esopus Township Sportsmen's

Club, Inc., annual supper meet

ing, West Park Community Hall.

8:15 p. m.—Coach House Play

ers, Augusta street.

Wednesday, Jan. 9

12 noon—Rotary Club, Governor

Clinton Hotel.

6:30 p. m.—Old Dutch Men's

Club smoked turkey buffet.

7 p. m.—Rondout Valley Cen

tral School District voting on

purchase of site for new school

and junior high school building at

Marbletown Elementary

School, Stone Ridge, until 9

p. m.

Sisterhood of Temple Eman

uel, home of Mrs. Alfred D. Ron

der, 85 Johnston avenue.

Adult Education course, "Law

Everyone Should Know," KHS

Vocational Building.

7:30 p. m.—Mother's Club of

Immaculate Conception Church,

school hall.

"The Christ for Greater Kings

ton Crusade," beginning with

nightly services at Lake Katrine

Grange Hall. Services will be held

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DO YOU REMEMBER

By SOPHIE MILLER

I think it is just about a half century since our main post office was built, according to the Thursday, February 14, 1907 Kingston Weekly Freeman.

It was at that time plans and specifications for the new post office at the junction of Broadway and Prince street were received by Postmaster Dolson. Proposals for the building and superstructure, included heating, plumbing, gas piping, electric conduits and wiring were to be received by James Knox Taylor, supervising architect at his Washington, D. C. office until February 26.

The plans illustrated every possible detail of the work done on every part of the building; the size of every timber and brick and stone. Specifications resembled a good sized book.

It seems previous plans for item states: "The building's shape will be the same as the foundation, which was laid several years ago. The appearance of the superstructure will be practically the same as shown in the cut made for the Freeman some time ago, from the original plans, . . . only important change being the addition of a cupola to the rear entrance to the building was to be used as a smoking room and gymnasium apparatus could be installed there. The floor of the basement generally will be of concrete, but the floor of the carriers' room to be of wood, so that boxing gloves will also probably form a part of the carriers' physical culture paraphernalia."

The height of the

The Kingston Daily Freeman

By carrier 30 cents per week

By carrier per year in advance \$14.00
By mail per year outside Ulster County \$15.00
By mail in Ulster County per year, \$10.00; six months \$5.50; three months \$3.00; one month \$1.25

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KINGSTON, NEW YORK, JANUARY 8, 1957

MORE FOR MEDICINE

Recently it has been the clear intent of Congress that the federal government shall spend more money on medical research. That is something that all Americans, regardless of their political persuasion, ought to applaud. For the bread we cast on these waters comes back abundantly.

Marion B. Folsom, secretary of the Department of Health, Education and Welfare, is strong for more research in the field of medicine. He proved it last year by requesting a 28 per cent increase in funds appropriated for this purpose. The sum he asked of Congress was \$126,525,000. Congress proved its own interest by boosting this and actually appropriating 180 millions.

This year, it is reported, the administration will request in excess of 200 million dollars for medical research by the National Institutes of Health. Chances are that Congress will appropriate at least that much.

Not to do so would be to adhere to a penny wise, pound foolish philosophy in this vital field of human welfare. We are surrounded by demonstrations of the simple truth that medical research pays off more surely and more handsomely than almost any other investment we make.

The year 1957, for example, bids fair to go down in history as the first year of major defeat for the scourge of poliomyelitis. If so, it will be thanks to intensive research that culminated in development of the Salk vaccine. Millions of people now living are alive as the direct result of medical research. All of us have friends or acquaintances in this category. One of America's greatest assets is the health of its people. Medical research is the bulwark of health.

SYMBOL OF FREEDOM

For the people of Hungary, the new year 1957 began in the hard, cold days of defeat. They fought bravely and alone. Their small country now suffers as though walled in with solitude. They lost only because flesh and blood is not strong enough to break the pitilessness of tanks, of artillery and machine guns.

The free world failed and the United Nations failed the people of Hungary. They are beaten, though not in heart. But defeat carries its bitterness, its cost, and its terrible disorganization. This is now their lot while they begin a new year in the winter of their defeat.

Time must pass before their wounds will be no longer raw; the wounds and angers of their spirit are not likely to heal with time. When their energies are restored they will probably rise to try again, to try to be free men and women.

Whenever we talk of freedom, we cannot forget Hungary. The name of these brave people, has become inseparable from the word freedom. And now they move on into a winter of privation comparable to Valley Forge. The memory and thought of Hungary should chasten us. It should also teach us to strengthen, not our language about freedom, but rather our will to be free.

The sudden wind that sprang up in Washington is nothing to worry about. It was merely the collective sigh that went up from the Democrats when Sen. Frank Lausche of Ohio finally decided to stick with their team.

"You can't teach an old dog new tricks," the saying goes. A fellow who has just acquired a new puppy insists it's not so easy to teach a young dog, either.

Your attitude toward snow may depend on whether you are able to greet it with a new sled or a new snow shovel.

A fellow we know says he is fond of winter sports—those he can watch on television, that is.

The dog that howls the loudest is not always the one that hurts the most.

These Days'

By GEORGE SOKOLSKY

THE CULT OF PERSONALITY

Perhaps one of the major difficulties among nations today is that there are so many personalities who are regarded as superior beings. Therefore in many countries the idea of a government of law not of men, of orderly and continuing procedures without regard to the men involved is hardly understandable.

For instance, in Egypt Nasser who organized a colonel's revolution and in due course placed himself at the head of the government is regarded as a superior man. President Eisenhower is in many countries also regarded as a superior man although he did not place himself at the head of government but was elected to office by a popular vote and might well have been defeated in a different kind of election. To Egyptians, Eden is a personality because he heads a government, only personalities being permitted to head governments. Apparently what these worshippers of personalities would like would be for these god-like creatures to fight each other as the gods quarreled on Olympus.

For instance, "Al-Sadat," an Egyptian newspaper, said:

"We can understand if America helps the British people, but we cannot understand at all America's helping Eden who has committed offenses against the British people, the United States, Europe, and the whole world. We remember well the offense he committed against the United States when he stood up to challenge President Eisenhower from the platform of the House of Commons, knowing full well that Eisenhower was tied down by the election campaign and therefore could not answer him or bring him to account."

What the writer of those lines does not seem to grasp is that Prime Ministers and Presidents come and go but that history is continuous. Did he really expect Eisenhower to fight Eden 10 rounds to determine who brought whom to account? This same article says that Sir Anthony Eden spent tremendous sums to defeat President Eisenhower for a second term, which, I am sure, will be news to Stevenson as well as to Eisenhower and Eden. As I recall it, the Democrats hardly had enough money to see them through the campaign. Also the British attack on Egypt not only did not interfere with President Eisenhower's reelection but guaranteed it because in the face of immediate military danger, many Americans voted for President Eisenhower who had no intention of doing so.

Attention is called to the curious psychology which places personality above all else as though men were gods and nations were the playthings of minor deities. Neither the United States nor Great Britain would be very different from what they are if either Eisenhower or Eden or both of them disappeared from the political scene.

An orderly governmental process is not dependent upon personalities. In Soviet Russia, Khrushchev who led a revolt against the cult of personality now finds himself forced to bow his head to the man-god image of Stalin by the pressure of public opinion which having been accustomed to fear and worship Stalin, first rejected Khrushchev's rationalization of Stalin's role in history and now rejects Khrushchev. Without Stalin, the Kremlin is only a dungeon; with Stalin, it meant power, force and death. Whichever way you look at it, the personality of Stalin was a cult because the Russian people were accustomed to autocracy and Stalin in that sense was the successor to Nicholas II, the last Romanov autocrat.

It is much the same with Nehru who has made a cult of himself by astute public relations. The test of Nehru's virtue lies not in Hungary where his opinion is worthless but in Kashmir where his opinion counts. The Pakistani Foreign Minister, Malik Firoz Khan Noon, said that Pakistan would agree to withdraw its troops from Kashmir if India would withdraw its troops and if a United Nations police force took over. On this subject, Nehru is, of course, silent because that is a proposal that affects him, but he is all for a United Nations force operating in Egypt where it does not affect Nehru's power. Kashmir remains the yardstick of Nehru's sincerity and the only way to judge that situation is to ask why Nehru objects to a United Nations conducted plebiscite in Kashmir.

These cults of personality are almost universal and seem to be a Twentieth Century response to the adoration of law which marked the Nineteenth Century in Western Europe and North America.

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Washington News

BY PETER EDSON

NEA Washington Correspondent

Washington—(NEA)—Caring for Hungarian refugees in Austria until they are relocated is the first great disaster the 30-nation League of Red Cross Societies has handled on an international basis, says John C. Wilson. He is vice president for operations of the American Red Cross and director of Red Cross disaster relief service. He has just returned from three weeks' work in Austria.

Two arresting conclusions have been drawn from his verbal reports to Red Cross officials in Washington.

Caring for the Hungarian refugees in Austria will take at least six months and probably longer.

The five million dollars which American Red Cross campaigned to raise for the U. S. share of this international relief project won't finish the job. Three million dollars of his sum have already been allocated and the work is just beginning.

So far the United Nations organization has contributed \$400,000 for the next three months' operations. Contributions of varying amounts have come from the 30 participating countries.

THE AUSTRIANS themselves have spent over eight million dollars for Hungarian relief, without a word of complaint. This in spite of the fact that Austria was already caring for 28,000 World War 2 refugees when the Hungarian crisis broke.

The new refugees cross the border at the rate of 800 to 1,500 a day. As of Dec. 22, when Mr. Wilson left Austria, 149,000 had come in, 74,000 had been evacuated and there were still 75,000 refugees left. Moving them out at 1,000 a day would take 10

weeks alone, but there may still be that many more later arrivals to take care of.

At least that is the estimate. No one knows for sure, for there is no registration of refugees as they escape the Iron Curtain. In Austria they are free to come and go as they please. They wander from camp to camp, looking for something better.

There are 24 of these camps now. They are run by 30 Red Cross teams from 13 different countries. Two of the teams are American. They have been running one big camp near Salzburg, where there are 7,000 refugees, all wanting to come to the U. S. This camp will soon be split in two. A third U. S. Red Cross team is now en route to Austria.

EACH TEAM consists of specialists—medical officer, camp manager, nurse, mass feeding expert, welfare worker, recreation director, and so on.

Supervising all the camps and the League of Red Cross Societies teams are two Americans, Raymond T. Schaeffer and Chester Page, both Washington area disaster relief experts. Schaeffer organized the Arab refugee camps. Page is a disaster housing man.

Working with Schaeffer and Page are a Belgian chief medical officer, a French head nurse, a German supply officer, an Austrian head of housing, a Canadian in charge of feeding, two Swedes and a Dane running the field offices.

Thirty-five Swiss neutrals form a special committee in charge of shipping Red Cross medical and relief supplies into a reorganized Hungarian Red Cross. Three convoys of Red Cross supplies move each week by white truck, river boat and train into Hungary. They are the only open lines of communication.

A central warehouse for all Red Cross supplies has been

opened in Vienna. Contributions from the 30 national Red Cross organizations pour in here. Thirty tons of marmalade—too much. Spaghetti from Italy, cheese from all over western Europe—only the Hungarians don't eat much cheese.

RED CROSS is trying to give each refugee 2,650 calories a day. But it is a 24-hour-a-day feeding operation. Fresh meat is supplied every other day, alternating with canned meats.

Twenty million dollars' worth of U. S. Army foods have been turned over to the Red Cross for feeding the Hungarians. But some foods are now beginning to be bought locally in Europe.

Other supplies have been airlifted. U. S. non-scheduled airlines, which have been carrying the refugees here, have hauled considerable tonnage of relief supplies to Europe free. German railroads haul supplies from Bremerhaven to Austria free.

John Wilson has been looking at U. S. disasters and organizing relief for 25 years. But this Hungarian operation, he says, is the biggest humanitarian service the world has ever seen.

"The desire for freedom above everything else shows in these Hungarian faces," he says. "It gives you pride to think what people can go through. And it people can go through. And it

Twenty and Ten Years Ago

Jan. 8, 1937—Judge G. D. B. Hasbrouck was elected first president of the Mid-Hudson Grenfell Association.

Simon Davenport, 75, of Ac-

cord, died.

Augustus J. Bunse was re-

elected president of Rapid Hose Company.

The Rev. Andrew J. Dooley, pastor of St. Ann's Church, Sawkill for nearly eight years, was transferred to St. Christopher's Church, Montrose.

Jan. 8, 1947—Alphonse Rocco, sought for the bizarre "camera

gun" shooting of his former wife in New York, was killed in an exchange of fire with state police near Grand Gorge, Delaware county Jan. 7.

Five Woodstock artists were repre-

sented in the 12th annual

National Academy show in New York.

Plans for an expansion pro-

gram at the Kingston-Ulster

Airport, Boice's Lane, were an-

nounced.

Frank D. Manley, of Olive

Bridge, died at the Benedictine Hospital.

Halas hires talent for his Bears in Chicago.

Possibly the Catholic press ac-

count of his remarks, delivered at the Syracuse Press Club, was incomplete, but if Father Crewen did go that far the account

chopped him off untimely. And if he did, he would put colleges into

competition with private indus-

try which is what organized Sun-

day pro football is, in which case

not only the owners of the Sun-

day clubs and the owners of the

schools as well would have well-

established grounds for com-

plaint.

Colleges, including their stadi-

ums, are either supported by public

taxes, including taxes paid by

these interests or are excused

from taxation on the ground

that, as educational institutions,

they are performing a useful

public service. Some schools

and religious institutions—Notre Dame, DePauw and Brandeis, for

example.

However, Father Crewen's

proposal has the novel merit of

honesty even though his ideas

seem to contain the germs of

their own frustration.

I suggest this because when a

college goes honestly pro it will

be competing with the truly pro-

fessional pros of organized Sun-

day football who are so much

better that the public will pa-

tronize the clumsy antics of the

amateur pros too little to pro-

duce big profits. The college pros

will necessarily still be kids un-

less we are to assume that Fa-

ther Crewen would also abolish

the academic status of the play-

</div

AMERICAN MENU:

Leftover Ham Nutritious Baked With Cheese Sauce



SHOWN HERE filled with lima beans is a tempting ham ring, a nutritious dish, economical and tasty.

BY GAYNOR MADDOX
NEA Food and Markets Editor

You'll welcome this pleasant way to use up cooked ham. It carries extra nutrients because instant nonfat dry milk powder is added to the ring and also to the cheese sauce.

Besides its nutrition and convenience, instant nonfat dry milk is economical. The plastic-coated foil lining of the package insures its keeping almost indefinitely.

Ham Ring with Cheese Sauce (6 servings)

Two cups sifted flour, $\frac{1}{2}$ cup instant nonfat dry milk powder, $\frac{1}{2}$ teaspoons baking powder, $\frac{1}{2}$ teaspoon salt, 1 egg, well-beaten; 1 cup water, $1\frac{1}{2}$ cups ground, cooked ham.

SOOTHING RELIEF FOR COUGHS DUE TO COLDS



FATHER JOHN'S MEDICINE

TOMORROW'S DINNER—Ham ring with cheese sauce, sauteed pineapple rings, fluffy rice, lima beans, rye bread, butter or margarine, cole slaw, broiled grapefruit, coffee, tea, milk.

Tomato sauce, with meat added, is delicious on spaghetti; but don't forget that tuna fish, minced canned clams or anchovies may substitute for the meat for flavor changes.

Bill Favors Chinese Physicist Staying

Washington, Jan. 8—A bill before the House of Representatives would authorize permanent U. S. residence for Dr. Peter (Ping-kwan) Fong, a nuclear physicist at Utica College.

The U. S. Immigration Board of Appeals had overruled an order calling for his deportation but said it would allow him to leave "voluntarily." No date was set.

Commissioner J. M. Swing of the immigration service said "our view discloses substantial derogatory information" concerning Fong.

He declined to give further detail.

Moses G. Hubbard, Fong's lawyer and president of the Utica College Foundation, said immigration service objections included Fong's membership in the A.S.C. of Chinese Workers in 1949.

Hubbard said Fong belonged to the group while he was a graduate student at the University of Chicago. Hubbard said Fong called for dissolution of the organization when he heard some members might have Communist sympathies.

Fong came to the United States from Nationalist China in 1947. He received his doctorate at the University of Chicago in 1954 and has taught at Utica since then. His doctoral thesis was on nuclear fission.

Fong's deportation was ordered two years ago. Utica scientists also have supported him.

The bill that would guarantee him permanent residence was introduced by Rep. William R. Williams, New York Republican, yesterday.

Roaming Bottle

Lincoln, Neb. (AP)—On the spur of the moment one day in October, 1953, the LaVerne Sutton family of Alvo, Neb., placed a note in a bottle and tossed it into the Missouri river near Rulo, Neb. Three years later the bottle turned up on the shores of the Eider river in north Germany, probably 8,000 miles away. The surprised Suttons learned about it in a German postmarked letter from one, Otto Andresen, who said "your bottle post" was found on the Eider's shore "by the peninsula Eiderstedt, Germany, near the town Tönning, sharp by the village Vollerwiek on the mouth of the Eider."

Tomato sauce, with meat added, is delicious on spaghetti; but don't forget that tuna fish, minced canned clams or anchovies may substitute for the meat for flavor changes.



... NOR GLOOM OF NIGHT . . . Playing postman, polio-crippled children do their bit for the 1957 March of Dimes at the General Post Office in New York City with the assistance of Postmaster Robert H. Schaefer. The youngsters mailed the first of two million contribution envelopes being sent out by the National Foundation for Infantile Paralysis. Left to right, children are: Gail Labita, 5; Gerard Boyle, 4; and Jill Searing, 3.

PLATTEKILL NEWS

Plattekill, Jan. 7—The Rev. and Mrs. Edgar Raynis of Cornwall, formerly of Plattekill became the parents of a son, Richard Allen, born Dec. 27 at St. Lukes Hospital, Newburgh. The Rev. Mr. Raynis was former pastor of Plattekill and Rossville Methodist Churches.

Approximately 100 guests attended the Christmas party, sponsored by the Plattekill Lions Club held recently at Odd's Inn, on the Highland-Clintondale road. Thomas Dawes, as Santa Claus, was assisted by Jack Webb, master of ceremonies and other club members. Cartoon movies were also shown by Mr. Webb. Mr. and Mrs. Onufry Orlowski provided music.

Mr. and Mrs. Troy Cook of Highland, were recent guests of Mr. and Mrs. Myron E. Fosler.

Mr. and Mrs. S. L. Bernard and children of Poughkeepsie visited Mr. and Mrs. Kenneth A. Paltrick and family, during the holiday season.

Mrs. John Hagenah, Mrs. Francis Scott and daughter Eileen, are recovering from injuries sustained in a car accident recently, on the North Plank road. All were treated at St. Luke's Hospital, Newburgh.

Students participating in the Christmas entertainment, presented at Plattekill School under the direction of the principal, Mrs. Myron E. Fosler were: Martin Field, John Sisti, Jean Marie Kellar, Stephen Sammons, Edward Cramer, LeRoy Weaver.

JACOBY ON BRIDGE

Declarer Flops On Guesswork

NORTH (D)		8
♦ A53		
♥ AJ87		
♦ KJ84		
♦ J2		
WEST		EAST
♦ Q7		♦ K94
♥ Q1094		♦ 6532
♦ Q103		♦ 72
♦ 9753		♦ 10864
SOUTH		
♦ J10862		
♥ K		
♦ A965		
♦ AKQ		
Neither side vul.		
North	East	South
1 ♦	Pass	1 ♦
2 ♦	Pass	3 ♦
4 ♦	Pass	5 ♦
5 ♦	Pass	6 ♦
Pass	Pass	Pass
Opening lead—♦ 3		

By OSWALD JACOBY

Written for NEA Service
When South looked at dummy, he wished that he had bid less ambitiously. The slam was possible but not probable.

In actually the cards lay so that South could hardly fail to make his contract against ordinary defense, but East and West found a way to allow him to set himself.

South won the opening club lead and proceeded to cash the other two high clubs in order to discard a low spade from dummy. He next played the ace and another spade. East rose with the king, and South was really pleased when West dropped the queen. Now all he needed was to pick up the trumps.

East saw little future in any lead, but decided to play his nine of spades anyway. Declarer played the jack, and West trumped with the queen. Of course this was overruled with dummy's king, but now declarer had a problem in the trump suit.

He played the jack of diamonds from dummy, and both opponents followed. He led the eight from dummy and East followed. Who had the missing ten-spot?

It seemed no real problem to South. Why would East want to kill his partner's queen of trumps unless he, East, thought he could develop a trump trick in his own hand? South let the eight ride, and West pounced with the ten to defeat the contract.

Declarer should have gone after trumps right away and taken the normal second-round finesse. This would have worked, whereupon he would have had no difficulties.

Lost and Found Editor

McAlester, Okla. (AP)—There has been so many burglaries in McAlester recently that one woman called Hugh German, reporter for the McAlester News-Capital, and asked for the "burglar editor."

Harriman Is Silent On Sale of Power

Albany, N. Y., Jan. 8 (AP)—A spokesman says Gov. Harriman was non-committal yesterday when urged to approve the proposed sale of St. Lawrence power to two private companies.

A delegation from the St. Lawrence Valley Assn. of Chambers of Commerce asked him to endorse New York Power Authority contracts with the Reynolds Metals Co. and the Niagara Mohawk Power Corp.

Charles Van Devander, Harriman's press secretary, said the governor "did not encourage or discourage" the delegation.

The power authority approved

the contracts by a 3-2 vote but final approval by the governor is necessary to make them effective.

Two Harriman appointees—former Gov. Charles Poletti of New York city and A. Thomas Hills of Lockport—cast the dissenting votes.

A public hearing on the contracts will be held here Feb. 6. The Reynolds contract would permit the company to purchase 239,000 kilowatts for use at a proposed 88-million-dollar aluminum plant it says it plans to build near Massena if it gets the power.

Niagara Mohawk would get 115,000 kilowatts under its contract.

The Texas State Fair alone drew 2,380,000 visitors in 16 days.

Hyde Park Market Will Be Enlarged

The Grand Union supermarket in Hyde Park is to be enlarged according to an announcement from Lansing P. Shield, president of the food chain.

A press release from Shield's East Paterson, N. J., office, said the enlarged store will be ready for early fall this year with a total of 13,741 square feet. Its interior will be decorated in warm pastel colors and new techniques in lighting will be adopted to create a pleasant atmosphere for shopping.

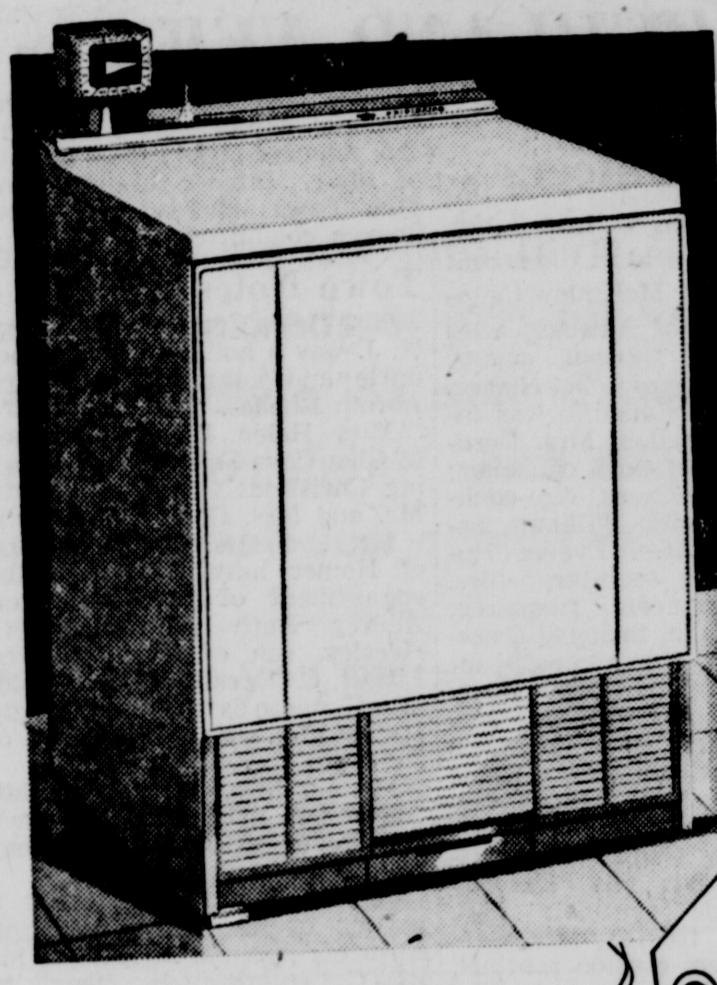
The store will have a self-service meat department and feature a Food-O-Mat installation in the grocery section.

RAIN or SHINE—the Weather's Fine Now—Try the Control Tower Way to Easier Drying!

with the
NEW 1957 Frigidaire
Electric Dryer

"Come in to
Scholar's
and Save Dollars!"

SEE DEMONSTRATION
TODAY!



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Ask about Plug-In Feature

Joseph Scholar & Son

—APPLIANCES and HEATING—

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Kingston, N. Y.



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See for Yourself!

SEE THE GOLDEN ROCKET 88
...Lowest-Priced Rocket Engine Car!

It costs much less than you'd ever guess to step up to the value of an Olds! You get big-car benefits at surprisingly small cost in Oldsmobile's beautiful new Golden Rocket 88! And you get a stunning new low-level look that gives you big-car prestige and smart Modern Accent Styling. What's more, you'll have the dynamic performance of the great new Rocket T-400 Engine... the luxuriously smooth riding qualities of Oldsmobile's new Wide-Stance Chassis... all of 1957's most advanced engineering features! So come in, look around, and drive a Golden Rocket 88—now!

*277-h.p. Rocket T-400 Engine standard on all models; special Rocket Engine, with up to 312 h.p., available at extra cost.

OLDSMOBILE
YOU'RE ALWAYS WELCOME AT YOUR OLDSMOBILE QUALITY DEALER'S!
DENTON CADILLAC-OLDSMOBILE, Inc., 250 Clinton Ave.

PHONE 1450

AN OLDS TV DOUBLE FEATURE!

JERRY LEWIS, IN HIS HOUR-LONG "SOLO" RETURN TO TV! PLUS...
ERNIE KOVACS, WITH A HALF-HOUR OF COMEDY - SAT., JAN. 19 - NBC-TV

OPEN til 9 P.M.
WEDNESDAY



For Your Shopping Convenience

High Falls Park

ROUTE 218
HIGH FALLS
TOWN OF ROSENDALETHE HOUSE
EVERYBODY
CAN AFFORDTHE 1957
"SARATOGA"

BY



\$ 8990

ALL YOU NEED
TO QUALIFY
IS A \$70.00
WEEKLY INCOMEDOWN
PAYMENT
LOWEST
EVERFROM ROUTE 32
AT ROSENDALE
OR
FROM ROUTE 209
AT STONE RIDGE
TO
ROUTE 213
HIGH FALLSElected Homes
U. E. I.ULSTER COUNTY'S
LARGEST DEVELOPERSMODEL OPEN
SATURDAY & SUNDAY
AT NOON

THEY'LL DO IT EVERY TIME

By JIMMY HATLO (Registered U. S. Patent Office)

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HIGHLAND NEWS

D of A Council
Installs Officers

Highland, Jan. 7—Installation of officers was held at the recent meeting of Ida McKinley Council, Daughters of America, with Miss Florence Duncan, deputy from Poughkeepsie in charge. Mrs. Margaret Radcliffe was inducted as councilor; Mrs. Dorothy Palmer, associate councilor; Miss Grace Simmons, vice-councilor; Mrs. Lucille Williams, associate vice; Mrs. Evelyn Hoberg, recording secretary; Mrs. Dora Mittelstaedt, treasurer; Mrs. Irene Ronk, financial secretary; Robert Temm, assistant financial secretary; Mrs. Daisy Mackey, assistant recording secretary, absent; Mrs. Kathryn Radcliffe, conductor; Mrs. Hazel Pape, warden; Mrs. Velma Clearwater, junior past councilor; Miss Dorothy Churchill, associate junior past; Mrs. Dorothy Temm, inside sentinel; Mrs. Minnie Pape, trustee; Mrs. Gertrude Therrien, outside sentinel, absent.

Other trustees are Mrs. Cecile Petersen and Mrs. Temm. The council appointed Mrs. Edna Stewart and Miss Doris Radcliffe, flagbearers; Mrs. Florence E. Cotant, pianist and press; Mrs. Ronk, assistant; Mrs. Petersen, captain with Mrs. Hoberg, assistant. Assisting the deputy with installation were Mrs. Beatrice Fowx and Mrs. Grace Duncan flagbearers, and Mrs. Lorella Scott regalia.

Miss Duncan in behalf of the council presented Mrs. Clearwater, retiring councilor with a past councilor's pin. Mrs. Clearwater gave a white Bible to the council and individual gifts to officers of 1956.

All officers wore red carnations corsages given by Mrs. Radcliffe. The meeting January 16 will be at 7 o'clock, followed by talk of representatives from Civil Defense. Presiding for election preceding installation were Miss Duncan, judge; Mrs. Hoberg, clerk; Miss Radcliffe and Mrs. H. Pape, tellers. An attendance award was given Mrs. Hoberg.

Presentations were in charge of Mrs. Charlotte Salomon and Mrs. Cotant. Birthdays of members in December were observed with cake and gifts from Mrs. Clearwater, retiring councilor. A

covered dish supper was served. Honored guests were Miss Dunn, deputy; Mrs. Temm, deputy of Molly Pitcher Council, and Mrs. Fowx, chairman of state finance committee.

Town Notes

Miss Helen Coombes, Arlington, N. J., was a holiday guest of her uncle and aunt, Mr. and Mrs. Abram Rhodes.

Miss Helen DuBois returned to Glen Cove Friday after spending Christmas with her parents, Mr. and Mrs. G. F. DuBois.

Mr. and Mrs. Erdell Lawson of Homer have announced the engagement of their daughter, Audrey Ruth to Richard C. Heesley, son of Mr. and Mrs. Ernest C. Heesley of Chaumont. Miss Lawson is the granddaughter of Mrs. Jesse Alexander of the Elms.

Mr. and Mrs. Charles Schmidt, Rhinebeck have been in town enroute to Melbourne, Fla. They have been former residents.

John J. Gaffney, Jr. spent a portion of his holiday vacation with his parents. As part of his ROTC training he flew to Dayton, Ohio, and also visited a classmate in Old Westbury, R. I.

The annual meeting of the Presbyterian Church and congregation will be held Wednesday. This will be preceded by a covered dish supper at 6:30 o'clock. It has been recommended that the session be increased from six to eight members and that two of the number be women, and that the trustees number 10 instead of the 11 at present.

Robert Weiss, Rocoe, was a recent guest in the home of Supervisor John J. Gaffney.

Mrs. Jesse Alexander returned Wednesday after spending the holidays with her daughter and family in Homer.

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RANGES, WASHERS
DRYERS, SINKS
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M. & H. FOOD STORES

57 JOHN ST. OPEN 8 TO 6 DAILY

Wednesday! Wednesday! Wednesday!

TENDER MILK-FED SHOULDER VEAL
CHOPS 3 LBS \$1.00

FRESH CUT STEWING VEAL
6 LBS \$1.00

TENDER SLICED BEEF
LIVER lb. 33¢

SOUND FIRM YELLOW ONION lb. 3¢

HAMBURG 2 LBS 77¢

MOHICAN QUALITY
"REALLY FRESH
WON'T COOK AWAY"

FRESH FROM OUR BIG OVENS
APPLE-PUMPKIN-PEACH-
LEMON MERINGUE

PIES 43¢

OLD FASHIONED CHEESE
Extra Sharp Lb. 69¢

Kingston 'Copter
Pilot Is Member
Of Honored Unit

Warrant Officer G. S. Cole of Kingston, a helicopter pilot is a member of the 93rd Transportation Company based at Fort Devens, Mass.

The 93rd won international fame when it performed the rescue operations and identification at the time of the Grand Canyon crash last June of two air-liners.

Sixteen members of the company received the Soldiers' Medal and Commendation medals in a ceremony held in the East Room of the White House, recently. Secretary of the Army Wilbur D. Brucker made the presentations. Later, seven mem-

bers received the Distinguished Flying Cross.

The helicopter units most recent mission was a request to search the Berkshire hills for a jet plane reported crashed and burning in Western Massachusetts, according to the Public Information Office at headquarters of Fort Devens.

WO Cole participated on this mission with WO Henry Singer of Baltimore, Md., as co-pilot.

Former Sheriff Dies
Cooperstown, N. Y., Jan. 8 (P)—George H. Pitchell, 70, Otsego county sheriff from 1933 to 1936, died yesterday at a hospital here after a heart attack. He was the first Democrat to be elected sheriff in the predominantly Republican county in more than 50 years.

More than 750 kinds of fish are found in the Amazon river.

Siva was a Piker!

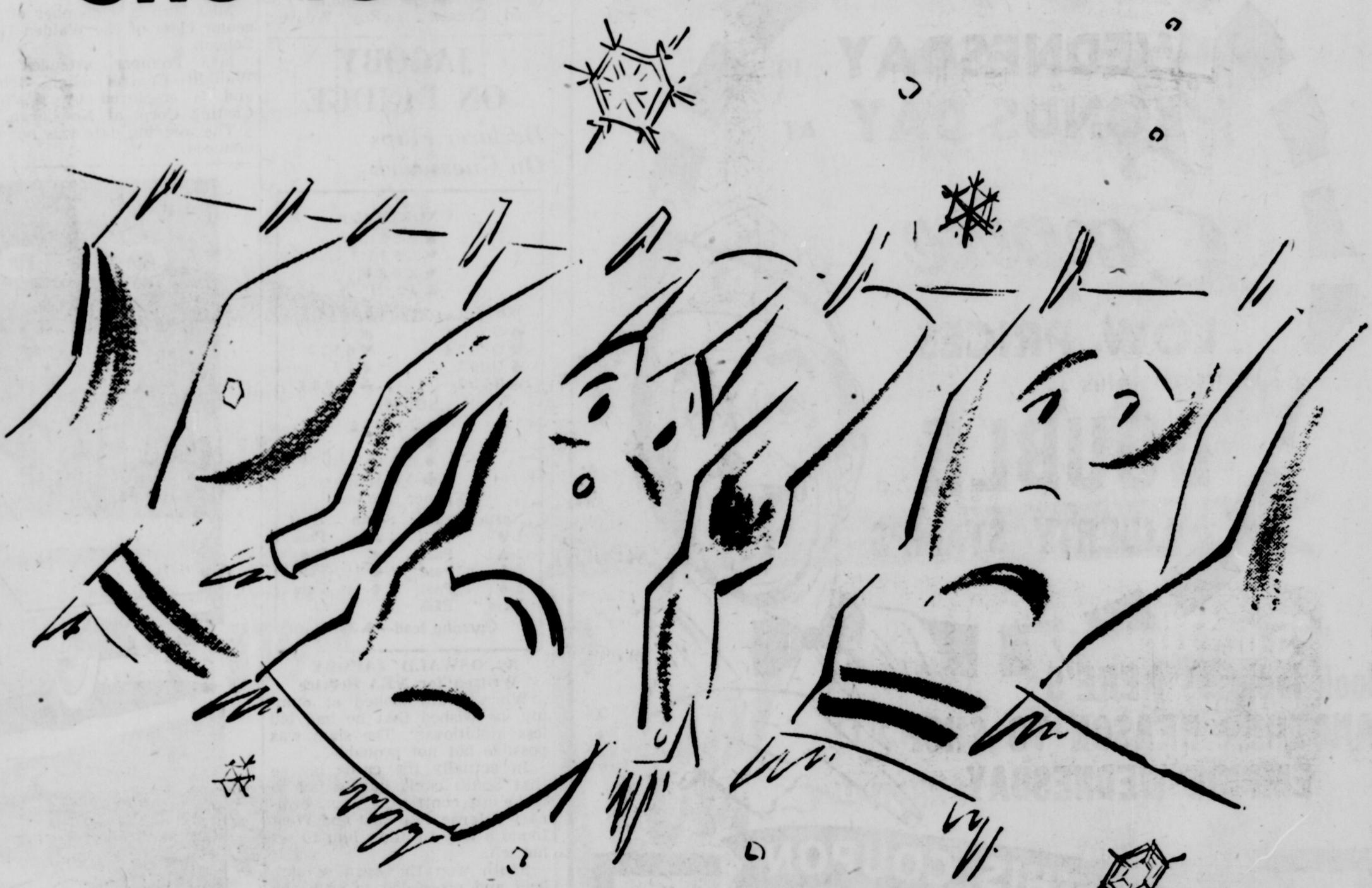


She could only do six jobs at a time. . . . I, Reddy Kilowatt, do hundreds of jobs for you every day! In fact there's hardly a job around the house that I can't help you with somehow. And do you know what my minimum wage is? Just about two cents an hour!

Where else can you get so much . . . for so little!

CENTRAL HUDSON

'Sno fun!

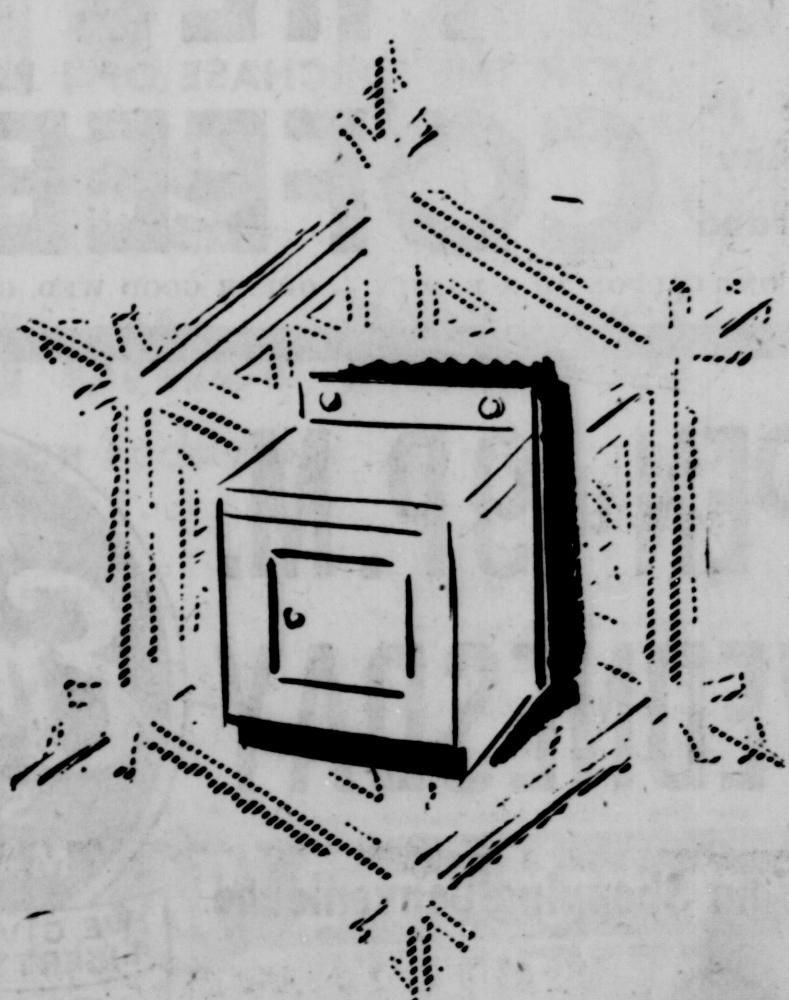


Winter's no time for outdoor drying. Winter's time to dry the modern way — automatically!

An automatic Clothes Dryer will have your clothes sunny-dry in a matter of minutes for a few pennies a load.

And do it any time rain or shine — day or night!

Check in at your local appliance dealer; have him show you one of those wonderful Automatic Clothes Dryers.



CENTRAL HUDSON

City Has Record 1,645 Births Reported in '56

A record total of 1,645 births were recorded here in 1956, the city registrar reported today.

This was 161 more than in 1955, and last year also brought a record total for one month with 175 recorded in October.

Last year, however, was 10 under the 1955 total of 19 sets of twins born at the two local hospitals.

A total of 147 births was recorded in December, 1956. This was 38 more than the total in December, 1955, and two above the November, 1956 total.

Of last year's total, 681 were listed as city residents and 964 as non-resident births.

Births recorded recently were:

Dec. 27—William Russell to

Mr. and Mrs. Richard Kenneth

Wood, 75 Sharon Lane, and

Mary Louise to Dr. and Mrs. Alfred Harder, Hurley.

Dec. 28—David Wayne to Mr. and Mrs. Arlington Finch, Port Ewen, and Patricia Lorraine to Mr. and Mrs. Eugene Lawrence Lowe, 105 Hunter street.

Dec. 29—Richard John to Mr. and Mrs. John Samuel Mearns, 79 Dunneaven, and Maria Margaretta to Mr. and Mrs. Charles Michael Braun, Glenford.

Dec. 30—Jody Dean to Mr. and Mrs. Lester Arthur Kiersted, Hurley; Gail Marie to Mr. and Mrs. John Francis Alecca, Connell.

Dec. 31—Joseph Edward to Mr. and Mrs. Joseph Leo Diamond, 28 Clifton avenue; Polezen to Mr. and Mrs. George Maouris, 50 VanBuren street; Joanne to Mr. and Mrs. John Stephen Gaal, Port Ewen; Ronald Harold to Mr. and Mrs. Raymond Henry Teitter, 20 McDonald street; Saugerties, and Jean Marie to Mr. and Mrs. Edward Gerald Gardiner, 119 Downs street.

Dec. 31—Joseph Edward to Mr. and Mrs. Joseph Leo Diamond, 28 Clifton avenue; Polezen to Mr. and Mrs. George Maouris, 50 VanBuren street; Joanne to Mr. and Mrs. John Stephen Gaal, Port Ewen; Ronald Harold to Mr. and Mrs. Raymond Henry Teitter, 20 McDonald street; Saugerties, and Jean Marie to Mr. and Mrs. Edward Gerald Gardiner, 119 Downs street.

Union Hose Vols Elect W. Keating

William Keating Sr. was elected president of the Union Hose Company No. 4 at the annual meeting held last week at the firehouse.

Joseph Sullivan was named honorary president. Others elected were Donald Matthews, foreman; Charles Dasher, first assistant foreman; Isaac Jones, second assistant foreman; Gearin Matthews, secretary; Raymond Cwilk, treasurer; Harold Christian fire recorder; Edward Bruck and Stewart Carlton, first aid man.

Also named were Mr. Bruck, representative to Fire Funds Association and B. Luckaswski and Mr. Bruck to Ulster County Volunteer Firemen's Association.

Representatives to Kingston Veterans Association are Herman Campbell, Raymond Loughran and Daniel Amrosi.

Delegates to the Hudson Valley Volunteers Association are Mr. Christian and Mr. Amrosi.

Directors elected were Harry

Hornbeck, Eugene Perry and Mr. Dasher.

A roast beef dinner was served following the meeting.

100 Million in Claims

New York, Jan. 7 (AP)—Court claims growing out of the collision of the Swedish liner Stockholm and the Italian liner Andrea Doria now surpass 100 million dollars, it was disclosed today. The Andrea Doria sank last July 25 in the collision off Nantucket.

To date, 950 claims amounting to \$71,500,000 have been filed against the Swedish American line, and 1,150 claims totaling \$45,000,000 against the Italian line.

The topic will be "The Responsibility of the Church Toward Young People." The Rev. Harlan B. Kishbaugh, pastor of Olive Bridge Methodist Church will serve as moderator.

Other members of the panel will be Mrs. Howard McGrath of Poughkeepsie; Burt Tandy of Kingston, retired official of the YMCA; J. Eugene Johnson of Shokan, field Scout executive of Rip Van Winkle Council and the Rev. George Goodwin, pastor of Stone Ridge Methodist Church.

West Hurley and Woodstock Wesleyan Service Guilds have been invited as guests. Refreshments will be served following the program. The public is invited.

Chief Whaling Port

Sandefjord, Norway, is the world's chief whaling port. Whale oil plants rim its harbor; its skipper's cruise for months in Antarctic waters to catch the world's largest mammal, with some round trips covering 25,000 miles; and a native of the city designed the first floating whale factory.

Store Hours 8:30 to 5 Daily, 9 to 9 Friday

FREE PARKING

Montgomery Ward

HOME APPLIANCE CENTER, U.S.A.

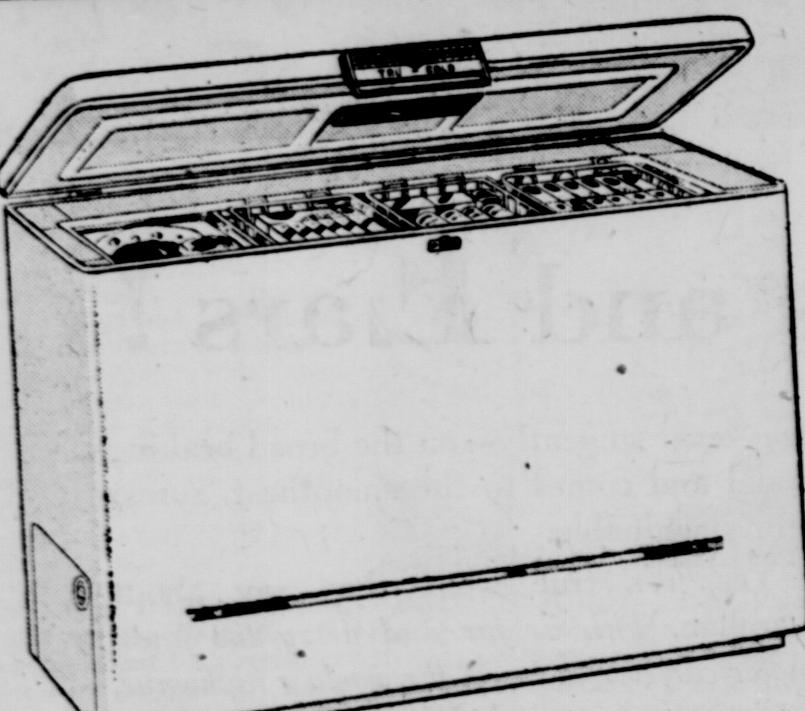
APPLIANCE WHITE SALE

EXTRA SAVINGS ON WARD'S OWN QUALITY BRANDS

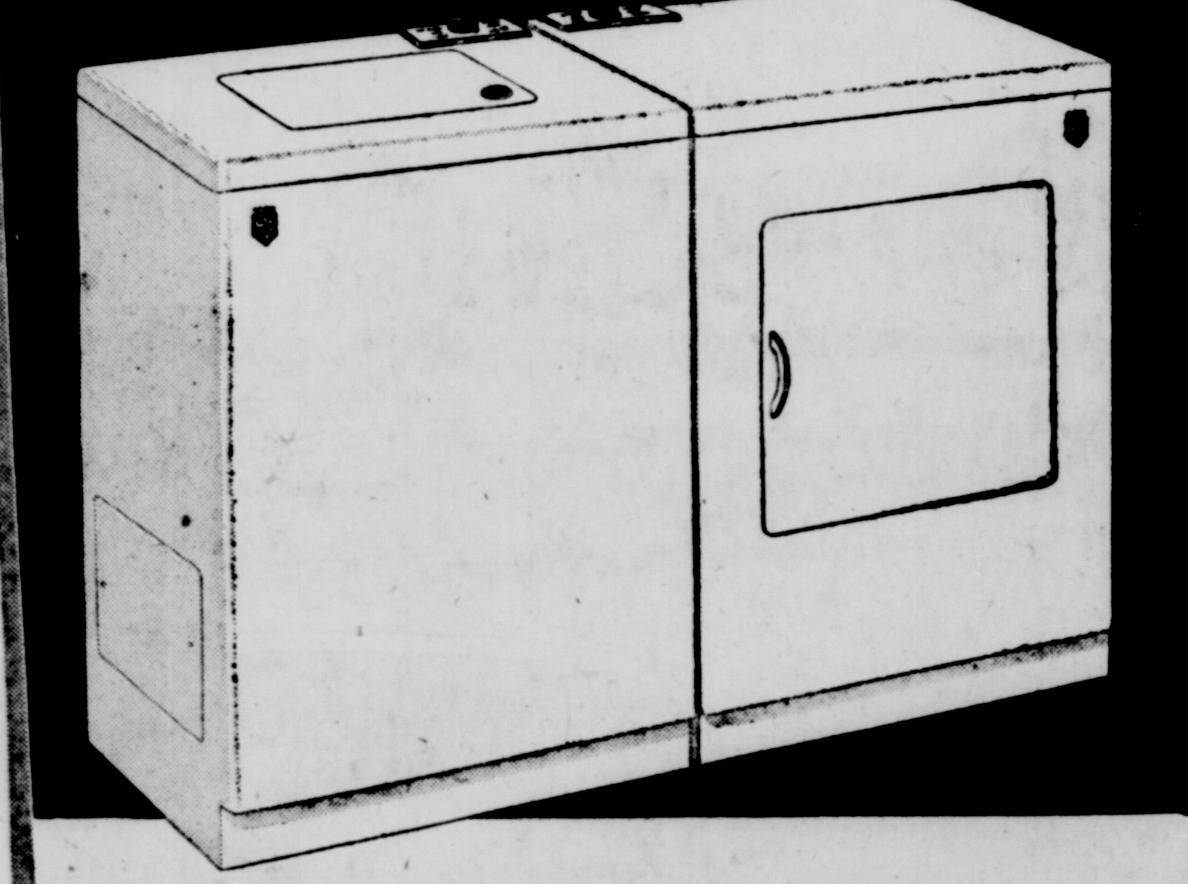


11.1 cu. ft. **TRU-COLD** REFRIGERATOR
52-lb. freezer capacity—reg. 219.95
SAVE \$20 now! \$5 down delivers—no payments till March. Spacious storage door with 3 shelves, 2 egg racks, butter keeper. Tall bottle space. Full-width crisper. Yellow interior. **199.88**

\$5 or \$10 DOWN DELIVERS
any Ward refrigerator or freezer
no monthly payments till March

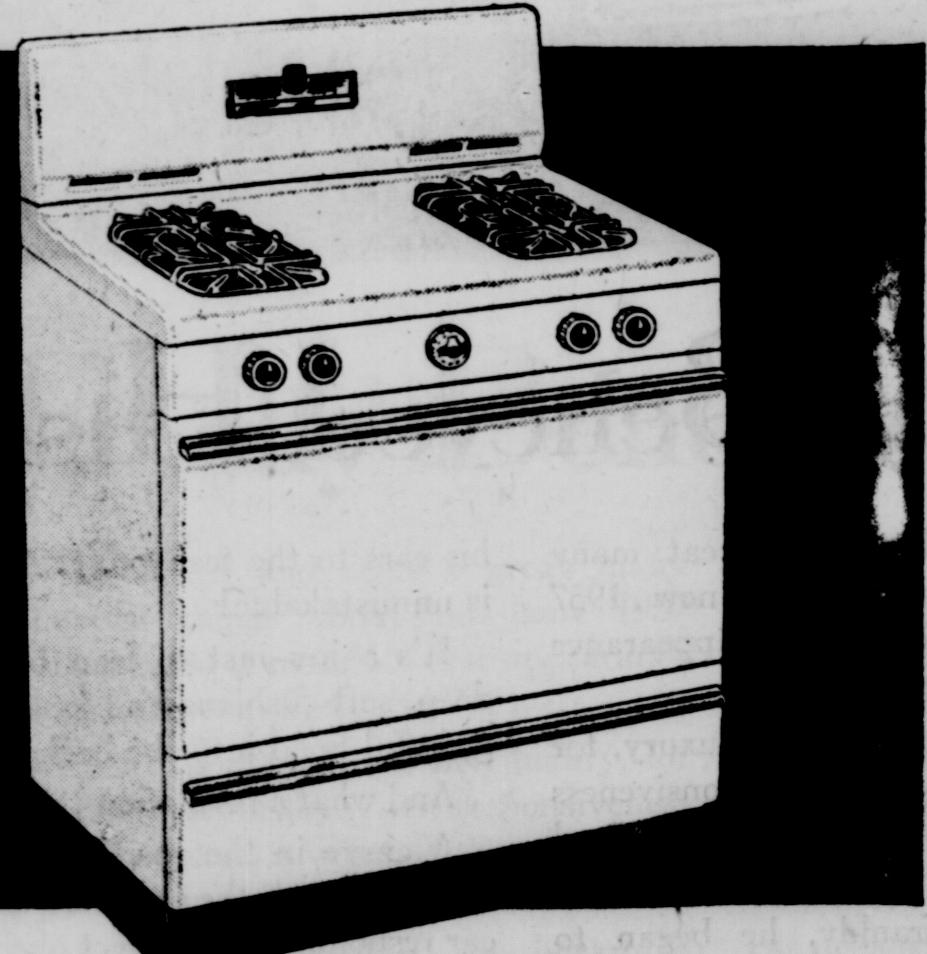


SALE! 15 cu. ft. TRU-COLD chest freezer
holds up to 525 lbs. of frozen food
\$10 down—no payments till March! Tote-tray, 2 utility baskets, juice rack practically hand you the food. Safety signal and interior lights. Built-in lock. Yellow interior. **269.88**



SALE! Wardamatic Washer—One Dial Control
Just how easy can washday be? Set it and forget it—washes 9 lbs. of clothes. "No lint" overflow rinsing. Fiberglas tub keeps hot water hot. **129.88** Reg. 169.95
SAVE \$40

REDUCED! 9-lb. Cap. Matching Electric Wardrier
End weather worries! Rain or shine, night or day your clothes come out sunshine bright and fluffy. Adjustable time control for all fabrics. **119.88**
GAS DRYER, Reg. 159.95....139.88



Wards space-saving 30" gas range now reduced!
Pay only \$5 down—take up to 18 months to pay. Perfect cooking and baking performance at an economical price! King-size 23-in. wide oven—large enough to cook a whole meal at once. Micro-jet pilots use $\frac{1}{2}$ less gas. **89.88**

WATCH WARDS ★ WE SERVICE WHAT WE SELL

Ashokan Church Group Sponsors Panel Discussion

Wesleyan Service Guild of Ashokan Methodist Church will sponsor a panel discussion on Wednesday at 8 p. m. in the church.

The topic will be "The Responsibility of the Church Toward Young People." The Rev. Harlan B. Kishbaugh, pastor of Olive Bridge Methodist Church will serve as moderator.

Other members of the panel will be Mrs. Howard McGrath of Poughkeepsie; Burt Tandy of Kingston, retired official of the YMCA; J. Eugene Johnson of Shokan, field Scout executive of Rip Van Winkle Council and the Rev. George Goodwin, pastor of Stone Ridge Methodist Church.

West Hurley and Woodstock Wesleyan Service Guilds have been invited as guests. Refreshments will be served following the program. The public is invited.

Special

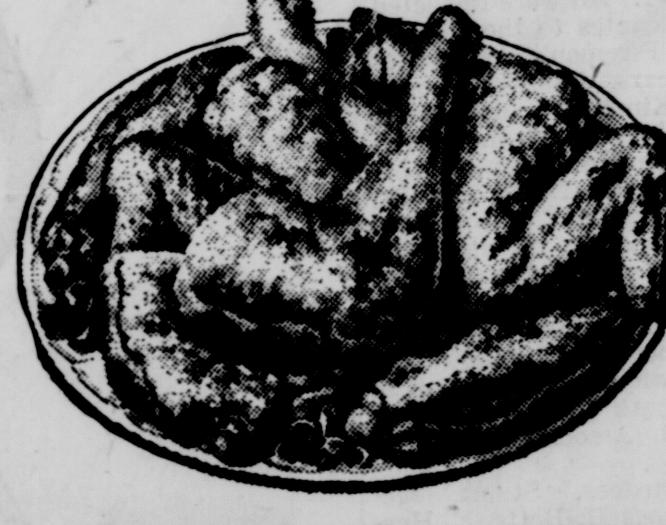
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One Day Only -



THESE PRICES EFFECTIVE
WEDNESDAY, JANUARY 9.
DON'T MISS THESE GREAT
MONEY-SAVING VALUES!

CHICKENS



FRESH

READY-TO-COOK
2 1/2 TO 3 1/2 LBS.,
TO BROIL,
FRY or ROAST

35¢

TOMATOES

RED-RIPE, FIRM
GRAND EATING

2 CELLO 29¢

A & P PEAS

FROZEN—OUR
FINEST QUALITY

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More low prices on more items at A&P...

free! TO THE
LUCKY
WINNERS!

BEAUTIFUL!
LUXURIOUS!

GENUINE

MINK STOLES

... and other PRIZES!

Enter Your Name Today at

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SAUGERTIES
221 MAIN STREET

No obligation to buy a thing to be eligible to participate. Every one over 18 years of age, except A&P employees and their immediate family are eligible to participate. You may enter your name every time you come in.



A&P Super Markets

You May Be A Winner...
It Costs Nothing To Try!

AMERICA'S FOREMOST FOOD RETAILER... SINCE 1859
THE GREAT ATLANTIC & PACIFIC TEA COMPANY

Adult Education Offers Courses In Construction

A course in heavy construction is being offered by the Adult Education department of Central School District 2 in Ellenville Central School beginning Friday, at 7:30 p.m.

The new vocational education course consisting of 26 sessions for grade level foremen will be held in the elementary music auditorium of the school.

Jointly Sponsored

The program is jointly sponsored by the Adult Education departments of Newburgh and Ellenville and the International Hod Carriers, Building and Common Laborers Union, Local 17 and the Catskill Mountain Contractors Association.

It is a pilot course from which it is hoped will come more similarly sponsored courses in heavy construction.

Although jointly sponsored by the union, it is open to all men who are engaged in heavy construction and wish to extend their knowledge. Registrations will be accepted from persons residing in Orange, Sullivan and Ulster counties, as well as parts of Greene and Delaware counties.

The course is designed to meet the coming needs of the federal road building plans, a multi-billion dollar, 41,000 mile program to get underway within the next five years. The sponsors hope that the course will be a step in the direction of meeting the vast shortage of adequately trained men needed to complete the road building program.

New Coast Guard Quota Permits Quick Enlistment

The Coast Guard recruiting officer for this area has announced that previous to this year the enlistment quota for the regular Coast Guard was small resulting in a large waiting list. But now the quota has been raised and qualified applicants are assured immediate enlistment.

Although the Coast Guard is the smallest branch of the armed forces, it is considered the most active with duties that include: law enforcement, aiding navigation, search and rescue, marine inspection, sea and weather patrols and life saving in general.

Excellent Opportunity

An excellent opportunity in the Coast Guard awaits young men who choose to perform their required military obligation with the service that offers action, adventure, education and security.

Young men between the ages of 17 and 26 or men with previous military service who desire information relative to enlistment in the U. S. Coast Guard are invited to visit the USCG Recruiting Station at 80 Lafayette street, New York city. If nearer to Amsterdam, address: C. G. Recruiter Amsterdam City Hall, 61 Church street, Amsterdam.

IN THE Service

Spent Holiday Here

Joseph Nerone, fireman, U. S. Navy, son of Mr. and Mrs. J. J. Nerone, 92 Abruny street, was home for the Christmas holiday on a 15-day leave. He is attending the Navy's School for Electricians at the U. S. Naval Training Center, Great Lakes, Ill. The local bluejacket enlisted in August through the Navy Recruiting Station, Room 209, Central Post Office.

Complete Marine Training

Richard N. Amato, son of Mr. and Mrs. James M. Amato of 34 Andrew street and James McDonald, Jr., son of Mr. and Mrs. James E. McDonald of 77 Gage street, completed recruit training Jan. 4 at the Marine Corps Recruit Depot, Parris Island, S. C. Relatives and friends of many of the new Marines were on hand to witness the graduation ceremonies.

Hot Rod

Norman, Okla. (AP)—Bert Calvin Weaver, 31, decided to try out a police motorcycle parked in the city garage. When he started the motorcycle, the trottle suddenly stuck wide open and the machine shot through the closed door and across the street. Policeman Gordon Collett, who normally rides the motorcycle, commented: "He's a better rider than I am. I could never get it through the door."

COUNTLESS DAYS are lost by the artisan who waits for clients to learn about his particular skills by word of mouth. Days are saved and made profitable when he uses The Kingston Daily Freeman classified ads to tell the world what he can do and how much he charges.

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Britain Views Any Canal Bar Pact Violations

London, Jan. 8 (AP)—The British Foreign Office says any attempt by Egypt to bar British and French ships from the Suez canal will violate both the 1888 Convention guaranteeing free navigation in the waterway and Egypt's promises to the UN.

There has been no official indication that Egypt is considering such an attempt. Several London newspapers, however, have carried what was reputed to be a Cairo radio broadcast threatening to bar British and French ships until Israel leaves the Gaza strip.

In Cairo, Egyptian government spokesmen refused to confirm or deny that Egypt was considering such action. It will be several months before the canal, blocked by ships scuttled during the British-French invasion, can be cleared for regular traffic.

Importance Noted

The British Foreign Office expressed doubt as to the authenticity of the report but issued a statement saying: "If the report is correct, it raises issues of the greatest importance."

It said discrimination against Britain and France on political grounds "would be a breach of the 1888 Convention concerning



DISCUSS MIDDLE EAST PROPOSALS

Secretary of State Dulles points to the Middle East on map as he talks with Adm. Arthur Radford, left, chairman of the joint chiefs of staff, and Rep. Thomas Gordon (D-Ill.), right, before

testifying at a House Foreign Affairs Committee hearing in Washington. Gordon is chairman of the committee which called Dulles to discuss President Eisenhower's proposals for the area. (AP Wirephoto)

the free navigation of the Suez canal."

The statement added that any such Egyptian action also would be a repudiation of assurances

the Egyptian government gave

UN Secretary General Dag Hammarskjold there would be no discrimination once the canal

ish-French withdrawal, the Brit-

ish said. Egypt assured Ham-

marsskjold there would be no

discrimination once the canal

was cleared.

a stag dinner on the evening of Jan. 30 in honor of the king, the White House announcement said.

Saud has been outspoken in his opposition to Israel, but has less to say about communism.

Slayer Still Sought

Sikeston, Mo., Jan. 8 (AP)—Authorities pressed their search today for the slayer of a 19-year-old high school senior but Chet of Police Arthur Bruce acknowledged they had about run out of leads. Nine Negroes rounded up last night were released after 18-year-old June Castleberry, who told officers she was raped by the Negro slayer, failed to identify any of them. Claude Lightsey, 61-year-old Sikeston handyman arrested earlier, was released after the Missouri Highway Patrol announced a lie detector test indicated he had nothing to do with the attack.

Saud to Visit Ike Jan. 30th

Washington, Jan. 8 (AP)—King Saud of Saudi-Arabia will be a guest of President Eisenhower for several days beginning Jan. 30, and presumably the two will discuss Eisenhower's plan to block Red aggression in the Middle East.

The White House in an announcement yesterday said the purpose of King Saud's visit from Jan. 30 through Feb. 1—was for a discussion of Middle East matters "of mutual interest to the two nations."

The king, who succeeded to his throne in 1953, last visited this country in 1947 as crown prince. At that time, he toured major industrial centers as well as oil fields in Texas and California.

Eisenhower will entertain at

FEEL DOWN?
CALL UP!

CALL-A-PRAYER-A-DAY

The Rev. Arthur E. Oudemool of the Old Dutch Church has a word and a prayer for you. A different message is given each day. Call any hour, day or night.

Cadillac



Finally Believed His Eyes and Ears!

He has heard and read a great many wonderful things about this new 1957 Cadillac since it made its first appearance a few brief weeks ago—

—about its magnificent new luxury, for instance . . . its brilliant new responsiveness . . . its marvelous new handling ease . . . and its extraordinary new smoothness of ride.

And so, quite frankly, he began to wonder if it weren't all too good to be true. Could any motor car be as wonderful as this latest "car of cars" was reputed to be?

Well, he has decided to put his eyes and

his ears to the test today. And the verdict is unmistakable!

It's a joy just to lean back into those deep, soft cushions and look out over that graceful hood into the beckoning highway.

And what a revelation the car is to drive!

A curve in the road ahead? He simply follows it with the arc of his hands and the car responds with perfect obedience.

A hill in the offing? He just nudges the accelerator and the car sweeps up and over as if it were traveling the level road.

A stop light coming up? He presses his

toe—ever so gently—on the broad braking pedal and comes to the smoothest, surest stop imaginable.

Yes, it's true what they say about Cadillac. This is far and away the finest motor car ever to travel the world's highways.

* * *

How about you? Have you heard the wonderful things they're saying about this newest "car of cars"?

Well, the proof is in the driving—and the facts about Cadillac have never been more convincing. Why not make it today?

DENTON CADILLAC-OLDSMOBILE, INC.
250 CLINTON AVENUE

KINGSTON, NEW YORK



BRITISH JUDGE—Miss Rose Heilbron, 42, wearing white wig of the profession, is England's first woman justice. The petite, attractive wife of a surgeon and mother of an eight-year-old daughter, is regarded as one of the finest legal minds in the country. (AP Wirephoto)

ADVERTISEMENT

Stop Pain of Piles! Stop It Today At Home —or money back!

An amazing new, stainless compound has been developed to treat torture of simple piles at home. It's called stainless Pazo®, and brought instant relief! in doctor's tests: internal and external relief! No other preparation offers such proof of results. Many who suffered for years now enjoy real comfort. Here's why. Pazo combines 6 medically-proven ingredients, including wonderful Triolyte, not contained in any other piles preparation. This amazing substance has remarkable anesthetic action that stops pain and itching instantly... while the medication goes to work reducing the swelling, promoting healing!

Get new stainless Pazo®. Won't stain clothes. Modern suppositories or ointment both at druggists, in

Trademark of Grove Laboratories, Inc. Ointment and Suppositories.

History of the Kingston-Rhinecliff Ferry

BY DONALD C. RINGWALD

Since the beginning of time, people have been faced on occasions with the necessity of crossing from one bank of a stream to the other. At points where there was sufficient traffic, enterprising men capitalized upon this need by establishing a ferry. Ferrying was a full-time occupation on busy routes. On less frequented byways, it was generally only a side line of the proprietor, who derived his principal income from other sources.

Our first local ferryman of record seems to have been in the latter category. His name was Jacob Kip and he was one of the early settlers of Dutchess county. Kip owned a tract of land on the east bank of the Hudson nearly opposite Kingston Point and in the early 1700's commenced to operate a ferry across the river from his dock, which was near to his home. He was the father of nine children, one of whom, Abraham, aided in the operation of the ferry and later succeeded to it.

Many years afterwards Kip's landing was enlarged and extended out into the river. It came to be known as the Long Dock and was approximately three-quarters of a mile above the present ferry slip at Rhinecliff and east by north of Kingston Point proper.

Cantine Starts Operation

About 1740 Moses Cantine (later spelled Cantine) began to run ferry from his property on the west bank, over to the east shore, and thereby apparently came into direct competition with the Kips. Nevertheless, there is no indication of any particular rivalry. Perhaps by that time there was sufficient traffic so that the operation of a single ferry had become burdensome.

Neither Kip's ferry nor Cantine's was established in a legal sense. They were run by the proprietors simply as a convenience to travellers and as an additional source of income to themselves. But by 1752 Cantine and Abraham Kip decided they needed protection. They felt that inasmuch as they were maintaining a satisfactory service, they should be given a monopoly to guarantee their present and future investments in wharves and boats. Accordingly, they petitioned George Clinton, the colonial governor for a letters patent to give them the exclusive right to operate a ferry across the Hudson within two miles north or south of their landings.

This George Clinton, who was governor of the Province of New York, should not be confused with the George Clinton who became the first governor of the State of New York. It is almost certain, however, that the two were distant cousins.

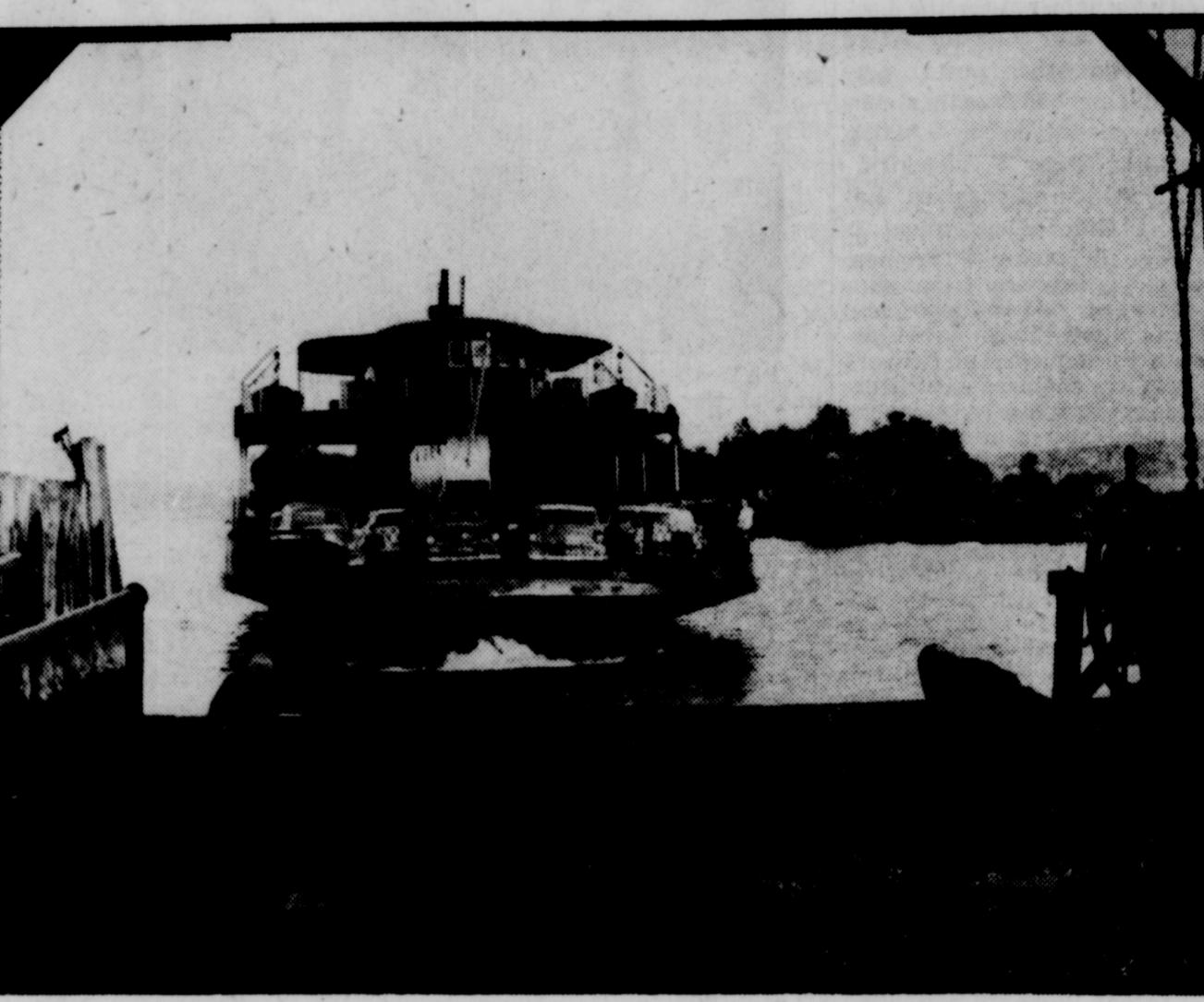
Letters Patent Granted

The petition of Abraham Kip and Moses Cantine was favorably considered and Governor Clinton, in the name of King George II, granted the letters patent, dated August 5, 1752, and giving to Kip and Cantine and their heirs and assigns forever . . . the exclusive privilege for which they had asked. In return, the two ferrymen were expected to meet certain requirements. These included the payment of an annual quitrent of five shillings on every Lady Day (March 25); the maintenance of . . . two sufficient boats one to be kept on the East side and the other on the West side of the said River . . . constant and adequate attention to the business of the ferry . . . either by themselves in person or by a sufficient number of able and skillful servants . . . and compliance with the rates of ferrage presented with the rates and petition and set forth in the letters patent.

The rates covered such things as a man and horse at two shillings and sixpence; a single horse or beast, one shilling and sixpence; a calf or hog, sixpence; a sheep or lamb, fourpence; a loaded wagon or cart, six shillings; a pail of butter, two-pence; a bushel of salt or grain, one penny; a hundredweight of iron, ninepence; a single passenger, one shilling.

The last fare is worthy of comment. Although through the years it was occasionally cut, it was always raised again to one shilling or 12½c at the old rate and persisted in the converted amount of 13c until January 1, 1935, when the charge for a single passenger was reduced to 10c. In the period of operation by the State of New York, this fare became 15c.

The granting of the letters



The George Clinton sailing from Rhinecliff for Kingston.

were kept in motion by a horse or horses on a moving platform in the center of the boat. This bill was passed by the Fifteenth Legislature of the New York State on March 22, 1827, and became Chapter 94 of the Laws of the State of New York for 1827.

Possibly the intent of the operators was to run a single steamboat on the route, but in actual practice the old system of two separate ferries seems to have been continued.

First Steam Ferry

The wording of the letters patent, which placed Cantine's landing opposite Kip's, would lead one to the reasonable belief that it must have been somewhere on or just above Kingston Point. Although open to question, a statement made in 1848 by John Radcliff regarding this must be included. Radcliff, who with his father at one time operated the east ferry, averred that Cantine ran his boat from a wharf on Rondout Creek in Ponckhockie. After he died, the west ferry passed into the hands of a son, who was also named Moses. According to Radcliff, the younger Cantine then moved his terminus to the tip of Kingston Point, at the foot of what is now Delaware avenue.

At that time this was the only area at the end of the point suitable for such a purpose. It was not until the latter 1850's that the Delaware & Hudson Canal Company built a wharf a short distance to the south in order to load coal into sailing vessels of such deep draft that they could not be completely loaded in Rondout Creek. In 1896, with suitable modifications, the D & H dock at Kingston Point became the well-remembered landing of the New York and Albany day-line.

Columbus Point

In addition to his ferry and other activities, Moses Cantine, with some associates, had Kings Point mapped out into a proposed town, which was called Columbus. Although few buildings were erected, the real estate development failed to fructify.

Kings Point may have been known as Columbus Point before this time. It seems more likely, however, that the name of the town of Columbus came to be applied to the point, rather than the reverse. In any event, for a long period afterwards, Kings Point was known both as Kings Point and as Columbus Point.

Old accounts mention that the ferries operated by Kip and Cantine under the letters patent were a type of periauger. The word "periauger" originally meant a dugout canoe—that is, a canoe made by hollowing out a tree trunk—but it had come to be used to cover variations of this form. The late Alphonso T. Clearwater wrote that his grandfather remembered the periaugers on the local ferry as having been built of two hollowed-out buttonball logs, with planks bolted between them and with a mast, a sail and a bank of oars.

By 1827 the operators of the east and west ferry were, respectively, James Elmdendorf and Peter W. Radcliff. These men caused a bill to be framed which would relieve them from the old letters patent stipulation that two boats be maintained on the ferry. Instead, only one boat would be required, but it would have to be either a steamboat or a horseboat. The latter was a scow with paddle wheels, which

were kept in motion by a horse and her upper works somewhat burned.

Adequate Service

Up until 1848 the ferry service provided seems to have been adequate for the times. An idea of the amount of business may be had from the fact that in 1847 the profit was said to have been \$1,200. But a railroad was soon to be completed along the east shore of the Hudson. With an eye to the future, the editor of the Rondout Courier supported a proposal that the western terminus of the ferry be moved to Rondout. He further suggested that the eastern terminus be shifted to Shatzell's Dock, about 45/100ths of a mile south of the Slate Dock and opposite the mouth of Rondout Creek, and that the railroad establish a station there.

The editor was motivated in part by the reasonable belief that this would result in an increase in business to Rondout, but that was not all there was to it. The great argument for moving the west end of the ferry away from Kingston Point was the state of the road leading to it. Running as it did across a swamp, it was expensive to maintain and was generally in a deplorable condition. That condition, incidentally, has had a way of repeating itself even in modern times!

One rhyme put it thus:

"Primeval Paradise of frogs and mire,
The hourly wakes the flound'ring teamster's ire;
Today the same, as when Columbus landed—
A mighty gulf, where many a team is stranded;
With every inch hath broke or wrench'd a joint,
The road, I mean, that leads to Kingston Point!"

Nothing came of the editor's efforts, for the time was too early. Then, on October 1, 1851, the new Hudson River Railroad, which later became part of the New York Central System, was opened over its entire length from New York to Greenbush, opposite Albany. Available to Kingstonians and Rondouters was the most modern form of transportation known to mankind. There it was, just across the river, but almost as inaccessible as it had been in another country. Never, it seems, had the ferry service been so poor nor the road to Kingston Point so bad.

Editor Was Active

The editor of the Rondout Courier worked himself up into a mighty dudgeon. He accused Queen Anne—whom he confused with George II as the grantor of the letters patent of 1752—of having framed a device which, a century later, was being used by the ferry line to fleece, inconvenience and discomfort loyal Americans. He said the Knickerbocker had a two horsepower engine, could make five miles an hour with a favoring wind and had to be laid up in favor of a yawl if the river was at all rough. The stage fare to Kingston Point was 25c and the ferry fare either 12½c (one shilling) or 25c if one crossed after 8 p. m., when the rate could be doubled under the provisions of the letters patent. Hence the cost of going from Rondout to the railroad "in plain sight" might be either 37½c or 50c.

The amount of time consumed in going from Rondout to the railroad station was so great that the editor advised leaving at least two hours before the train was due. Even with this margin, there was no guarantee that you would get your train. First of all, the Knickerbocker might be on the opposite side of the river when you got to Kingston Point. If you were lucky and got aboard promptly, then the captain, who evidently still operated under the majority rule, might well land you at the Long Dock instead of the Slate dock, where the Rhinebeck station was located. In that case, you had to walk a third of a mile down the track or a considerably longer distance if you chose the more comfortable method of walking around by road. All in all, instead of riding merrily off on the train, you were just as likely to get a ". . . fair rear view of the cars you would like to be aboard of leaving you behind at the rate of 30 miles an hour."

The editor summed up his case with five points: the Knickerbocker was insufficient for the route; there was no regular schedule and no attempt to connect with the trains; the em-

tion still another half mile from the village of Rhinebeck. Accordingly, they met and agreed to cooperate.

Rondouters looked down their noses at this and held that the principal figures in the Kingston demonstration had lobbied the preceding winter against a bill which was evidently intended to improve service by changing the west terminus to Rondout.

Regardless, the meeting at Kingston seems to have had some effect on the Russells, who began to run the ferry regularly to the Slate Dock. But they weren't completely supine. Shortly after the meeting one of the "prominent citizens" of Kingston, probably a member of the aforementioned committee, crossed on the ferry. Although he was bound for the railroad station, the ferry proceeded to land him at the Long Dock and so forced him to hike down a third of a mile of track.

Ferryboat Astoria Arrives . . .

Generally, however, the Russells now played cautiously. On Monday, October 27, 1851, the ferryboat Astoria, formerly on the Hell Gate ferry in New York, arrived under charter to replace the Knickerbocker. She came in the nick of time to mollify local tempers. On the night before a number of Kingstonians and Rondouters had gotten off the train at Rhinebeck station at 9 p. m. to find that a rowboat was lying at the dock in the capacity of the ferry. This would have been adequate except for the fact that the man in charge was dead drunk. The hapless passengers soon discovered that no accommodations were available at the hotel and were forced to spend the night on a freight and passenger barge that was lying at the landing.

With the coming of the Astoria, conditions improved. That boat was substantial and speedy, made the crossing from Kingston Point to the Slate Dock, and was at hand to wait for late trains.

The editor of the Kingston Democratic Journal had occasion to cross at 10 o'clock one night and was delighted to find that a steam ferry was running and that the fare was only nine cents.

Later in the fall the Astoria was replaced by the Wallabout, another New York ferryboat under charter. With the extreme cold weather of mid-December she was forced to lay up. This caused another flurry of invectives, but the river froze so fast that teams could soon run across the ice to connect with the trains.

When the river opened again in March, the Wallabout resumed trips. Although a new ferryboat was being built expressly for the route, there was some doubt as to whether she would be ready before the charter for the Wallabout expired in April. Repairs were begun on the Knickerbocker so that she could fill in, but there was no need to use her. The Wallabout remained until the new boat arrived.

Up to this point all of the wrath against the ferry line had been directed at "Mr. Russell," a wealthy person residing in New York." This Mr. Russell, it was claimed, was William H. Russell, who now slipped conveniently out of the picture. Into the spotlight in his stead came Charles H. Russell, like a total stranger against whom nobody as yet had any grievances. The new ferryboat, which was named the Rhine, was enrolled in his name as sole owner on April 24, 1852.

By official or statutory measurements, her length was 85 feet 9 inches; breadth of hull, 20 feet 6 inches; depth of hold, 6 feet 9 inches; tonnage, 106 93/95. A contemporary description gives her overall length on deck as 96 feet and states that her side wheels were turned by a vertical beam engine having a cylinder 32 inches in diameter and six feet in stroke. A vertical beam engine, incidentally, was that type of marine engine which generally had its walking beam rising conspicuously above the upper deck of the steamer which it motivated. Used primarily in sidewheelers, it was favored on the Hudson River, where it survived for well over a century.

Cornell Named Manager

Prior to the advent of the Rhine, Thomas Cornell had joined forces with the Russells and was made manager of the ferry line. Cornell, a leading citizen of Rondout and a steamboat operator who built up what later became the Cornell Steamboat Co., was naturally interested in the west bank years before.

Opposed to Change

Certain citizens of Kingston were strongly opposed to changing either the ferry terminus or the railroad station to Shatzell's Dock. They had investments at Kingston Point and feared that such a move might lead at the same time to the abandonment of Kingston Point in favor of Rondout as the west terminus.

Old accounts infer that William H. managed the ferry while Charles H. owned the land, but they were probably jointly concerned with both. Charles H. Russell was also a stockholder in the Hudson River Railroad. Here again William H. Russell likely was, too. The Russell's intent was to move the eastern terminus of the ferry to Shatzell's Dock, have the railroad move the station from the Slate Dock to Shatzell's Dock, and to develop their land holdings into a thriving village. This was akin to the plans of Moses Cantine on the west bank years before.

Rondout Terminus

Although it was announced that both Shatzell's Dock and Rondout had become the terminus of the Rhine on November 11, there may be some slight question about the former. The trains did not begin to stop at Shatzell's Dock until December 1.

The Rhine was now on a route that was to be followed by local ferries for over a century: Shatzell's Dock on the east; Rondout on the west.

The distance was about one and a half miles, which made the crossing a long one. Since the larger portion of the trip was on the waters of Rondout Creek, the ferry spent more time in paralleling the shores of the creek than she did in crossing the Hudson. Actually, the added distance was a convenience rather than a disadvantage. One could travel more easily and faster on the ferry than on land and, at the west terminus, step ashore almost in the heart of Rondout village. Users of the new route need never again face the perils of the road to Kingston Point.

The changes made in the years that followed were slight. The Rondout terminus in 1852 was a very short distance up the creek from where it now is, but was relocated to the present site in the following summer of 1853.

In those days, too, the landing at Shatzell's Dock was on the north side. In 1877 another slip was built on the south side and it has been said that both slips were maintained for a time, with the slip to be used depending on the tide. Eventually the old north slip was abandoned.

The first weeks of the winter of 1852-1853 were fairly mild and the Rhine had no trouble. Then,

on Sunday, January 16, 1853, the weather turned suddenly cold.

On Monday morning she was

damaged in trying to get through the ice and was forced to return to Rondout for repairs. With the river frozen solid, she opened a channel to Shatzell's Dock on Tuesday and by crossing two or three times each night to keep it open, was able to continue without undue difficulty. Warmer weather followed and there seems to have been no further trouble in maintaining the schedule.

Commerce New Route

As for the alternative route between Kingston Point and the Long Dock, that had probably been closed when the ice commenced to form in the river. It is unlikely that the ferry proprietors had ever considered its continuance as anything more than a device with which to soothe those in Kingston who had money interests at Kingston Point. By doing so, they had been able to commence the new route between Rondout and Shatzell's Dock without any spirited opposition. Once having established that line and seen it accepted by the general public, they felt that they could abandon the Kingston Point run with a minimum of trouble.

Apparently the Kingston Point interests woke up to what was going on when the spring of 1853 came and there was no resumption of the Kingston Point ferry line. This was the call to action, but it was too late. The ferry proprietors expected that the general public would back them and they were right. When Thomas Cornell announced that steps were being taken to force a removal of the Rondout terminus to Kingston Point, handbills were struck and an indignation meeting opposing such a change was held in Clinton Hall in Rondout. The new west terminus stayed where it was.

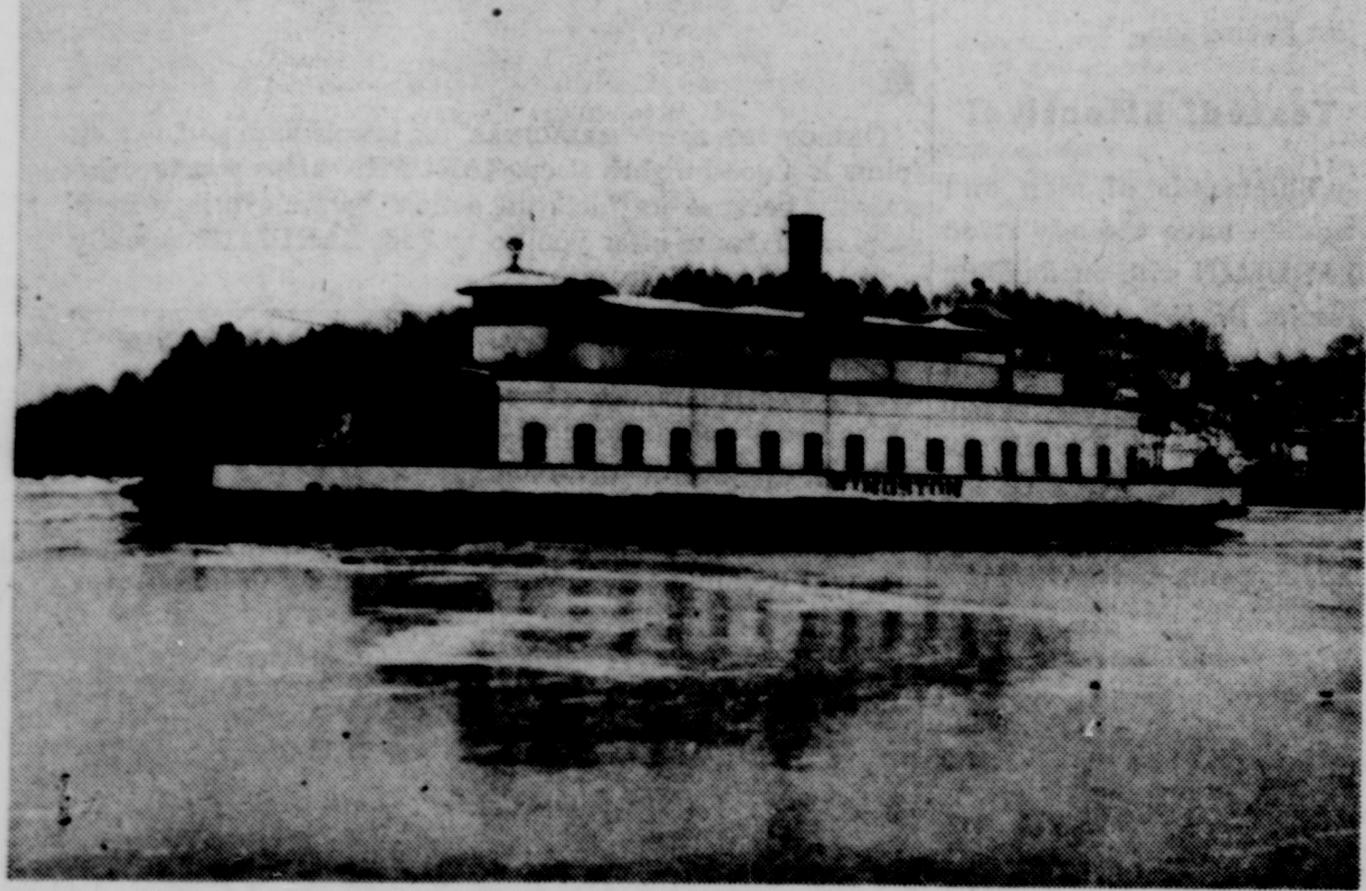
Although no public notice of the discontinuance of the Kingston Point-Long Dock route has been found, the fact that it was gone forever was confirmed by an announcement in the latter part of the spring of 1853 that the Knickerbocker had been sold. In the middle of June she commenced service as a ferryboat between Catskill and Oak Hill.

The Catskill Recorder greeted her with joy and was quoted as calling her ". . . an excellent boat, nearly new, of immense strength, and in every respect capable of doing all the business required . . ." Apparently the awful truth soon came out, for another paper sourly observed of the Knickerbocker's engine that there was ". . . some doubt whether the machinery now aboard her is an engine or a sausage stuffer." In August it was noted that a new ferry company was being formed at Catskill to secure a good steam ferryboat to replace the horseboat and skiffs then in use. Evidently the Knickerbocker's term of service at Catskill was noteworthy only by its brevity. No indication of what happened to her afterwards has been found.

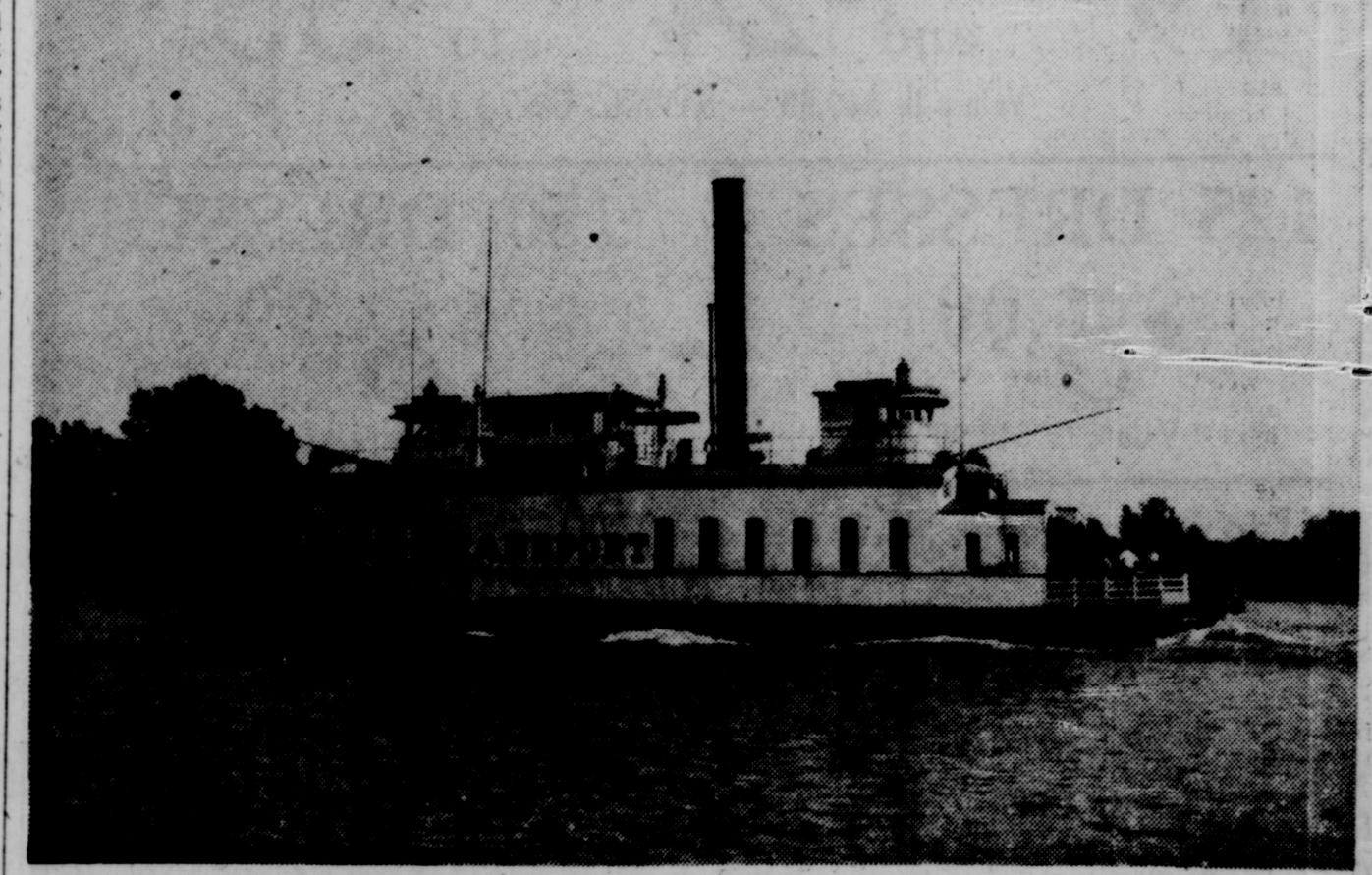
Another Outburst

One other slight outburst from the Kingston Point advocates took form as that year of 1853 reached its close. On New Year's Eve the Rhine was in her slip at Shatzell's Dock awaiting the arrival of the 8:15 p. m. express train from New York city. The night was stormy and there were a number of teams on board the boat. This was to be the final trip of the day and in such instances the rule of the ferry was to wait one hour for the train. If a train was later than that, it was assumed that an accident had occurred. The Rhine obeyed the rule liberally, for she waited until 10 o'clock. Still the express had not arrived. By that time the patience of the teamsters and the other passengers had come to an end. They demanded that the sailing be made. And so the Rhine set forth for Rondout.

As it happened, the express train did arrive afterwards. Amongst the number on it who were bound for either Rondout or Kingston was Marius Schoemaker. He will be recalled that he had been a member of the committee appointed in Kingston two years before to fight the efforts of the Russells to move the ferry to Shatzell's Dock. Also present were others who were friendly to the old Kingston Point cause. It was understandably unpleasant to be stranded on New Year's Eve almost in sight of home, and it was doubly unpleasant to find that there were few accommodations for the night available at Rhinebeck landing. In such a



The Kingston in the Rondout Creek



The Transport, the grand old veteran, which plied between Kingston and Rhinebeck for over half a century.

Ferry Service Dates Back Over 250 Years



This artist's conception of the Oriole shows her some time after she had left local waters.

Courtesy The Mariners Museum, Newport News, Va.

Service Improved
Cornell made every effort to provide excellent service within reason. For example, in December of 1853 the company announced that the first trip from Rondout in the morning would be made at 5:50 a. m. so that connections could be made with early trains on the railroad. In the winter of 1853-1854 an extra crew was put on the Rhine so that she could make trips during the night to keep open the channel through the ice. In the summer of 1854 an ample ferryhouse for passengers was completed at the Rondout slip.

During severe winters it was not always possible to maintain service, but usually by the time the ferryboat gave up, the ice was sufficiently thick so that stage operators could run sleighs across the river to connect with the trains. Late in March of one year, after a hard winter had left the ice in the river at an average thickness of twenty inches, men were employed to saw open parts of a track through the ice so that the ferry could go back in service.

A timetable in effect in the summer of 1857 shows that the Rhine made fifteen round trips a day, with her first sailing at 6:00 a. m. and her last at 8:50 p. m. Although the inclusive hours and the number of trips varied, this general pattern was followed for many years, with a somewhat reduced service becoming effective as winter neared. Sunday service was very limited. Schedules for 1860 and long afterwards list only five round trips on Sunday.

While the Rhine gave satisfaction, she had been constructed too lightly to withstand the battering from the ice during the winter months. In August of 1857 it was necessary to have her hauled out at Morgan Evans' shipyard at Sleighsburg for thorough repairs. A ferryboat from Albany replaced her until October, when she returned to duty.

Finally, in 1860, so as to handle better the steadily increasing business of the line, the ferry company ordered a new ferry. She was named the Lark and, like the Rhine, was a wooden-hulled side-wheeler. By statutory measurements, her length was 92 feet 8 inches; breadth of hull, 23 feet 8 inches; depth of hold, eight feet; tonnage, 156 72/95. According to a contemporary account, she was 102 feet in overall length and had been built by Webb & Bell at Brooklyn, N. Y. The vertical beam engine is said to have been constructed by the Allaire Works in New York, with a cylinder 28 inches in diameter and six feet in stroke. The total cost of the new ferry was \$15,000.

The Lark arrived in Rondout on July 15, 1860, and went into service on July 17. She was certainly superior to the Rhine, but her coming was marred by the fact that she had brought with her from New York a new captain, James Morrow; a new pilot and a new engineer.

Duties of a Captain
In those days the duties of a ferryboat captain were considerably different than they are today. In the nineteenth century the Hudson River steamboat captain, who was often the owner or a stockholder in his command, devoted his time primarily to conducting the business of the steamboat. His roles were many. He played host to the passengers and assured himself that they were comfortable and enjoying the trip; he collected the passage money; he kept an account of the freight receipts; he sometimes acted as an agent for the shippers of produce; he generally kept his finger on all the activities on board. In short, he was primarily a businessman. Although some captains were quite capable of steering their steamboats, they generally left the navigation to the pilots. After all, that was why the pilots were hired. The busy steamboat captain wouldn't have had the time to concern himself with navigation even if he had wanted to.

On the ferryboats, the captain was a minor edition of the steamboat captain. He collected the fares, accounted for the receipts and passed the time of day with the passengers. The pilot did the steering and the engineer, of course, ran the engine. But the ferryboat captain was just as much in command of his boat as the steamboat captain.

Captain Charles L. Traver had been the first captain of the Rhine, but in 1853 he was succeeded by Captain B. F. Schultz, who had been in command of the Knickerbocker until she was

withdrawn. Captain Schultz had built up a wide following amongst the patrons of the ferry. These people felt that he should not now be replaced by a man completely unknown locally, and that he and his crew should be transferred to the Lark. Probably Thomas Cornell concurred, but the other directors of the company had already hired a new crew to replace them.

Indignation was so strong that a public meeting was held at Clinton Hall in Rondout, but this had no effect on the situation. Cornell, however, made a place for Captain Schultz by appointing him to the command of one of his towing steamers. That made necessary the removal of the man already on the towboat and resulted in a counter-indignation meeting by the people who didn't like Schultz. While the formal amusements of our ancestors were limited, they seem to have had little trouble in keeping themselves amused.

The newcomer, Captain Morrow, remained firmly on the Lark. A jovial native of Ireland who was then about sixty years old, he soon built up a following of his own and in a short time was as popular as Captain Schultz had been.

Shatzell's Dock
Before going further with the career of the Lark, it might be well to cast a glance at the activities at Shatzell's Dock. Although Rhinebeck village itself was about two miles back from the river, such landings as had been established on the Hudson were created to serve the commerce of that village. Consequently, the general area had been called Rhinebeck landing, or simply and all-inclusively, Rhinebeck. After the coming of the railroad, a post office was established there and given the name of Rhinebeck Station. Charles H. Russell, upon commencing his real estate development at Shatzell's Dock, called his proposed village first Shatzellville and then Boorman or Boormanville, after James Boorman, the president of the Hudson River Railroad from 1849 until its complete opening in 1851.

The place developed to a degree, but never fulfilled the expectations of Russell. He succeeded in interesting an architect and builder named George Veitch, who felt that a pleasant and attractive name might help. To him, "Boormanville" was sadly lacking in this respect. After considerable thought, Veitch finally decided upon Rhinecliff—taking the "Rhine" from Rhinebeck and the "cliff" from the cliffs along the river. In 1861 the name of the post office was changed from Rhinebeck Station to Rhinecliff.

This step was not favored by the people of Rhinebeck. They felt it was their right to have the name Rhinebeck perpetuated along the river as well as inland. Here they had some support, for the New York and Albany day line, which then landed at Rhinecliff, never recognized that name on its timetables and continued to call the landing Rhinecliff until it moved back to Kingston Point in 1896. Likewise, it was many years before the railroad substituted Rhinecliff for Rhinebeck Station. The ferry company, of course, never even thought of changing its name, even though it then landed at neither Rhinebeck nor Kingston. Rondout remained a separate village until 1872, when it became part of the City of Kingston.

But all of this had no effect on Rhinecliff, which now seems to be having its revenge. The bridge miles to the north is being called the Kingston-Rhinecliff bridge. It can laugh at the suggestion of old Rhinebeck that anything—even East Rondout—would be a better name than Rhinecliff.

After the furor over Captain Morrow and Captain Schultz had died away, the Lark settled down to a long term of service on her route. The ferry company had retained the Rhine and in the fall of 1861 decided to rebuild her entirely, although she had been thoroughly overhauled only four years before. At that time both her engine and boiler had been renovated so that they were still in excellent condition. But her hull was evidently defective. The ferry company decided to build a new hull and put into it the engine and boiler from the Rhine. The work was

corded her in 1877. In those days Hudson River steamboats carried smokestacks of jet-black. Few self-respecting boats would leave their landings under any other color. The Lark therefore became a nine-days-wonder when in April her stack was painted white with a red band at the top. This was so amazing that some people swore she looked like the yacht of the Khedive of Egypt. She was the pop of the Hudson, with an adornment that no other ferryboat could match. In November her decorum was restored when the white gave way to trusty black.

In that same month of November in 1877, Cornell bought another ferryboat—the Thomas W. Olcott, from Albany. Cornell's intention seems to have been to use her in place of the Lark at least during the winter months. She was taken to Gokey's shipyard for hull repairs, but, due to her width, considerable difficulty was experienced in getting her on the sectional dry docks. When she was finally gotten out, she remained on dry dock a good part of the winter. There is no indication that the Thomas W. Olcott ever was used on the regular Kingston-Rhinecliff route. Instead, in December of 1878 work was commenced to convert her into a railroad transfer boat to carry cars between the Ulster & Delaware Railroad at Rondout and the Rhinebeck & Connecticut Railroad at Rhinecliff. The Wallkill Valley Railroad also utilized this transfer.

As the years passed, it became apparent that the time for permanent replacement for the Lark was growing near. The business of the ferry line and the demands of the service were combining to exceed her capabilities.

Transport Is Acquired
Instead of building a new boat, the ferry company decided to attempt to purchase a suitable vessel. So, in 1881, it acquired the Transport, a side-wheel ferryboat built in 1875 at Philadelphia, Pa. She had an iron hull which, by statutory measurements, was 115 feet in length, 26.5 feet in breadth and 9.8 feet in depth. Her tonnages were 318 gross; 226 net. According to the records of the late George W. Murdoch, the vertical beam engine had a cylinder 32 inches in diameter and nine feet in stroke.

The Transport made her first official crossing from Kingston to Rhinecliff on August 26, 1881, before a large crowd that turned out for the event. At that season of the year, summer vacationists were commencing to leave the Catskills in force. A great many came out of the mountains on the ferry to Rhinecliff, and the west terminus was moved back to Rondout. In May Cornell brought to his contemplated purchase to a successful conclusion.

Wm. N. Morrow had become captain of the Lark after the death of James Morrow. One of Cornell's first moves as complete owner was to remove Morrow and replace him with Captain B. F. Schultz. Thus Schultz finally got to where he had expected to go in 1860, while the displaced Captain Morrow entered new fields by accepting employment with the 2d Avenue Railroad in New York. Captain Schultz elected to enjoy his victory for a comparatively short period. He retired late in 1870 and was succeeded on the Lark by Benjamin Wells of Port Ewen.

Another of Cornell's early moves was to have the ferryhouse and landing at Rondout improved. While the slip there was being rebuilt, the Lark again ran briefly from Ponckhockie in August of 1869.

As has been mentioned, Cornell's interest in water transportation was far wider than the ferry line. He owned one of the two steamboats that comprised the Rondout and New York night line, and he owned a steadily growing fleet of towing steamers. In 1878 he incorporated the Cornell Steamboat Co., which in time acquired a virtual monopoly of Hudson River towing. But there was no intermingling of the affairs of the Rhinebeck & Kingston Ferry Co. and the Cornell Steamboat Co. Employees of the latter, even on company business, were expected to pay their fare when they traveled on the ferry.

Cornell Facilities Utilized

Naturally, the facilities of the Cornell towing line were utilized by the ferry company. Such repairs as could be made on the ferryboat at the Cornell shops were done there and frequently Cornell's propeller tugs or side-wheel towboats were used to assist in keeping the channel open for the ferryboat during the winter months. Sometimes these boats were used in lieu of the ferryboat. This practice was begun long before Cornell acquired complete control of the ferry line. The first of his steamers to be so used seems to have been the venerable side-wheel towboat Norwich, which was known as the "Ice King" because of her ability to work her way through heavy ice. In this century the tug most closely connected with the ferry was the Rondout harbor tugboat Rob. The Rob often assisted the ferry during the winter months and was sometimes used to carry foot passengers during foggy weather when the operation of the larger ferryboat might be hazardous.

The fact that Cornell owned her entirely made little difference to the routine of the Lark. She kept running back and forth between Rondout and Rhinecliff. In the fall of 1869 she was considerably damaged in a collision with the towboat steamer John Marshall, which was also owned by Cornell, but she soon recovered.

Mention must be made of an unusual treatment that was ac-

complished by Cornell. She had put in a mere twenty-one years.

The lifetime of the Transport encompassed a period of great change. When she made her maiden trip to Rhinecliff, President James A. Garfield was fighting futilely to survive the attack of an assassin; when she made her last trip, President Franklin D. Roosevelt was in his second term in the White House.

As a connecting link with the New York Central Railroad, she carried Kingstonians away on all sorts of missions and brought them back safely. To them she was the last touch of home upon leaving and a foretaste of Kingston soil upon returning. Thousands of visitors through the years arrived in Kingston for the first time upon her deck.

Such an essential part of the community was she that hereabouts "ferryboat" and "Transport" became almost synonymous. People who made their first trip on her as little children might still be crossing on her with their grandchildren.

Battled the Ice

The Transport proved to be a competent boat in the ice and had many a winter's battle to keep up connections between Kingston and Rhinecliff. In the fall of 1883 she was equipped with new and specially-constructed paddle wheels at the shops of the Cornell Steamboat Co. These were considered to be the strongest and best wheels for use in ice that had ever been placed in a Hudson River boat.

The Transport's career was noteworthy for its unspectacularness. Like a good citizen, she went about her business efficiently and quietly, and kept out of trouble with marked success. But she did have accidents, of course, of which two at least are worthy of note.

On May 1, 1891, she was bound out Rondout Creek on her 10:10 a. m. trip to Rhinecliff. Coming in the creek at the same time was the steamboat M. Martin, a freight and passenger boat running between Newburgh and Albany owned by the firm of Roman & Tremper. The M. Martin blew two blasts on her whistle to indicate that she wanted to pass the Transport off her starboard side. The pilot of the Transport responded and put the wheel over to change course. According to him, the ferryboat sheered off to port and headed straight for the celebrated Mary Powell, which was lying at Crane's Dock in Ponckhockie, being made ready for the season. The pilot of the Transport was unable to check the sheer of his boat and rang for full speed astern. It was too late, for the Transport proceeded to run right into the Mary Powell. The Powell was damaged sufficiently to make it necessary to have her towed to New York for dry-docking and repairs.

The ferry company believed that each passing year would bring an increase in the number of automobiles and potential customers. The best way to attract them was to provide improved service. From the experience in 1929, it was also apparent that business would be unusually heavy during 1930 until the reconstruction of highway 9W into a concrete highway between Kingston and Highland. Since traffic moved slowly over this stretch of road, many motorists going to or coming from New York preferred to use the east side of the river and cross the Hudson on the ferry here.

The ferry company believed that each passing year would bring an increase in the number of automobiles and potential customers. The best way to attract them was to provide improved service.

On August 26, the Lark came over from Rhinecliff shortly before 11:55 a. m. After she had unloaded, there was a rush of homeward-bound vacationists to go aboard. To their surprise, they were waved back and the Lark sailed out of the slip. Then, merrily, in came the Transport. She left Kingston at 11:57 a. m. and in ten minutes was in her slip on the other side of the river. She was used that day only to connect with the southbound and northbound day boats, but as soon as necessary work had been done on the ferry slips, she went into regular service.

The Lark was then withdrawn and later sold to continue in service as a ferryboat in the New York area. She was not officially abandoned until 1905.

Captain Wells of the Lark be-

came captain of the Transport upon her debut. His eventual suc-

cessor was Captain Charles Win-

chell, who was the last of the old

school of business managers or

"deck captains" to serve on the

local ferry.

The Transport was well suited to the requirements of the King-

ston-Rhinecliff line and, in fact,

was destined to become the

grand dowager of the route.

She ran for fifty-seven years, or

almost three times as long as her

closest competitor, the Lark,

which had put in a mere twenty-one years.

The lifetime of the Transport

encompassed a period of great change. When she made her maiden trip to Rhinecliff, President James A. Garfield was fighting futilely to survive the attack of an assassin; when she made her last trip, President Franklin D. Roosevelt was in his second term in the White House.

Auto Traffic Increases

During the 1920's automobile traffic on the ferry steadily increased. By this time the ferry company had extended the hours of operation and employed two complete crews, which changed at the mid-point of the daily schedule. Nevertheless, often on weekends or holidays long lines of cars would be waiting to cross and sometimes the Transport ran far beyond her regular last trip to get them all over the river. Hence, in 1929 the Rhinebeck & Kingston Ferry Co., Inc., decided to try a new experiment by providing the services of two ferryboats on Sundays and holidays, starting on Memorial Day and continuing throughout the summer. The Transport proved to be a a competent boat in the ice and had many a winter's battle to keep up connections between Kingston and Rhinecliff. In the fall of 1883 she was equipped with new and specially-constructed paddle wheels at the shops of the Cornell Steamboat Co. These were considered to be the strongest and best wheels for use in ice that had ever been placed in a Hudson River boat.

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Summer Marked Peak
The summer marked the peak of local ferry service. The comprehensiveness of the timetable that had become effective in latter April was never to be exceeded. Not again would three ferryboats be in service. The high-water mark had been reached, but it was transitory. During the summer the Mid-Hudson Bridge at Poughkeepsie was opened and on September 28 the ferry company reduced its schedule. Twenty minute sailings, or two-boat service, now began from Kingston between nine and ten in the morning and ended with the 5:40 p. m. trip.

The Transport continued to be used as the winter boat on the line. With the coming of spring, she would be withdrawn in favor of the Kingston until late in April, when daily two-boat service would be maintained until after the summer season. The schedules in effect for this period from 1931 through 1934 generally had the Kingston running from about seven in the morning until after eleven at night, with the Transport in commission from mid-morning until early evening. This afforded sailings approximately every forty minutes from either side while the Kingston ran alone, and every twenty minutes when the two boats were running.

In 1935 the period of two-boat operations became more restricted and in that year, too, the opening of the Rip Van Winkle Bridge at Catskill brought a further drain of prospective customers from the ferry. In 1936, for example, the Transport ran as a second boat from mid-morning until early evening on Saturdays and Sundays only from late April until May 29, daily from then until into September, and on Sundays and the Columbus Day weekend until the end of October.

Because of the mildness of the winter of 1936-1937, the Transport was not needed as the winter boat. However, in the following winter of 1937-1938 she again saw service in that role. Due to ice conditions, she was forced to discontinue trips early in January, 1938, but resumed again on February 27. During the summer she was used as usual as the second boat on the line and made her final trips in this capacity on Sunday, September 11, 1938. The following Tuesday she ran for a time in place of the Kingston, which was in need of some slight repairs, and was then laid up.

As it developed, that marked the end of her active service as a ferryboat. A subsequent government inspection resulted in the condemnation of her boiler. Considering the general condition of the vessel, the ferry company decided that it was not advisable to spend the large amount of money necessary to restore the Transport to operating condition. It also felt that the amount of business it was then doing indicated that the need for maintaining two boats on the line had passed and so made no move to replace her.

Transport Dismantled

The Transport remained laid up

History of the Kingston-Rhinecliff Ferry . . .

(Continued from Page 11)

stream, it serves as a mooring place for barges which are collected from various points and assembled into a tow. When the tow is complete and ready to be moved, the tug is able to pick it up from the stakeboat with a minimum of effort and lost time. As stakeboat No. 1, the Transport is still in use and during the season of navigation may be seen anchored in the Hudson River off West 72nd street, Manhattan.

After the withdrawal of the Transport in September of 1938, the Kingston carried on alone. Because of ice conditions and other factors, service was never maintained throughout the winters that followed. In 1942 the Kingston opened the season on March 17. The first sub-zero weather of the approaching winter came on the night of December 16-17 and the ferry company announced that service would terminate on the night of December 17, 1942.

In 1941 the ferry line had carried 59,206 private automobiles, 11,324 commercial vehicles and 54,165 passengers. During 1942, with gasoline rationing in effect, these respective figures were 26,839; 10,114; 63,860. The increase in passengers was a small item compared to the decrease of about 10% in trucks and 55% in automobiles. 1942 had brought to the ferry company a deficit and in 1943 service was not resumed. Any further plans for continuation would be dependent upon traffic conditions. For a time a private operator furnished motorboat service for foot passengers, but this, too, was abandoned. Rhinecliff once again was as far away as it had been in another country.

Kingston is Sold

In November of 1943, with ferryboats at a premium due to the war, the Kingston was sold to Harris County, Texas, for a reported \$50,000. Boarded up for the ocean voyage, she sailed out of Rondout creek on November 28. The trip down the Atlantic coast and across the Gulf of Mexico proved a difficult one and the Kingston did not arrive at her destination until early January. High winds, a violent storm, a mine field and sickness on board so delayed the passage of the boat that on the last days out the crew was reduced to subsisting on beans and rice.

Also in early January of 1944, the Rhinebeck & Kingston Ferry Co., Inc., elected to dissolve. "Forever seemed to have come to the assigns of Abraham Kip and Moses Cantine."

The termination of ferry service had cut Kingston off from the main line of the New York Central Railroad. Travellers were forced to use either buses or the less-adequate facilities of the West Shore Railroad, or go to Poughkeepsie via the Mid-Hudson Bridge to board New York Central trains. Local retailers and wholesalers who had enjoyed the trade of those living in Dutchess county across the river also suffered. Agitation for a new ferry line grew.

In the 1945 session of the New York State Legislature, Senator Arthur H. Wicks of Kingston introduced a bill to authorize the New York State Bridge Authority to restore ferry service between Kingston and Rhinecliff. This was passed and signed by Governor Thomas E. Dewey in April of 1945. But the actual resumption of the ferry route was still far in the future.

Possible landing sites on the east and west banks of the river were studied. It was felt that the east terminal should remain where it was, but the ghosts of some long-departed Kingstonians must have jumped for joy as the news that a west terminus at Kingston Point was being seriously considered as a means of shortening the crossing.

In September the state comptroller gave his approval to the use of moneys of the New York State Bridge Authority for the reestablishment of the ferry. The authority then initiated a search for a suitable ferryboat and began a formal investigation of landings. Since a Kingston Point terminus had not proven feasible, another plan to shorten the route by constructing a west terminus at Poughkeepsie was explored. For the same reason that had prevailed in 1869, this idea was also discarded. Finally it was decided that the west terminus, like the east, should remain where it was.

In 1946 the Authority found the kind of ferryboat it wanted in the Richmond. Constructed in 1937 at Burlington, Vermont, she had originally been named the City of Plattsburgh and had been used in ferry service across Lake Champlain by the Champlain Transportation Co. With the great decline in traffic during World War 2, she had been sold in 1942 to Electric Ferries, a corporation operating ferry routes in the New York city area. That company had renamed her the Richmond and last used her between 125th street in Manhattan and Edgewater, N. J. A diesel-driven propeller, she had a steel hull which by statutory measurements was 152 feet in length, 39 feet in breadth and 10 feet in depth. The tonnages were 373 gross 189 net.

Renamed George Clinton

The Richmond was acquired in March, 1946, for about \$175,000. On March 23 she started up the Hudson for her new home and arrived at the Hiltibrant shipyard at 5:30 p. m. Here she was overhauled and made ready for local service. There was considerable speculation as to what name would be chosen for her. The New York State Bridge Authority made a wise selection and on April 1 announced that she had been renamed the George Clinton, after the first governor of the State of New York. Clinton had been inaugurated in Kingston and lies buried in the yard of the First Dutch Reformed Church.

Now there was a ferryboat, but no place to run her. Due to

the legal groundwork involved, it was not until April 27, 1946, that the Rhinecliff and Kingston ferry landings, together with the franchise, were transferred. For a consideration of \$40,000, they were deeded to the State of New York by the Cornell Steamboat Co., which had acquired them from the Rhinebeck & Kingston Ferry Co., Inc. After that, work had to be done to put them in order for the commencement of service.

Citizens of Kingston were urged to hang out their flags on May 16, 1946, for on that day the official opening of the restored route took place with a ceremony at the Kingston terminus at eleven in the morning. This was followed by another ceremony on the Rhinecliff side. The George Clinton ran until late in the evening for the benefit of those who wanted to make an excursion across the river and inspect the new boat.

The regular schedule went into effect the next day and called for fourteen round trips, commencing from Kingston at 9 a. m. and interrupted for over an hour by a lunch period. Shortly afterwards the luncheon arrangements were changed so that fifteen round trips could be made. From the first trip from Kingston at 9 a. m. until the last from Rhinecliff at 7 p. m., sailings were made every forty minutes from each side except during the noon-time period. This schedule remained in force thereafter.

During the Dutchess County Fair, every year, service was maintained until between 11:30 p. m. and midnight.

No Winter Operations

The New York State Bridge Authority never attempted winter operations and heretofore set December 31 of each year as the official closing date. In some years weather conditions made an earlier closing necessary. The opening dates also varied. 1956 marked the earliest, with the first trip of the season being made on March 12. The latest opening occurred in 1950, on April 5.

Old Rounders would have promptly organized a protest meeting upon being confronted with such limited daily and yearly service. But in 1946 and since any ferry service was far more desirable than none at all.

The George Clinton has proven well-suited to the Kingston-Rhinecliff route. The largest ferry ever in service here, she has an unobstructed main deck except for a narrow housing rising in the center. In her four gangways she can carry about thirty-one automobiles of present day size. On the upper deck is a passenger cabin with ample seating and with a broad, open deck on either side, which is appreciated most by those few people who still enjoy taking a sail across the river just for the pleasure of it. The ferry crosses from slip to slip in an average of about twelve minutes.

The first captain of the George Clinton was Christopher G. Tierney, with John J. Malone as relief captain and pilot. Modern as the George Clinton is, she men were experienced captains

must now give way to further progress in the form of a bridge.

Ferryboats, once so common, are fading away into antiquity. In their wake they leave an interesting chapter in the history of transportation in America. In those leisurely days when they were the sole means of transit across the streams on which they plied, they afforded a pleasant interlude to their passengers. A sail, no matter how brief, brings with it a sense of escape from humdrum life ashore. The scurrying aboard of tardy passengers, the clanging of bells, the casting off from the slip and the muffled sound of the engine, remain always intriguing novelties. To the traveller long on the road on a wearisome trip or to the man bent simply on getting farther than the opposite bank, a few minutes on deck on wind-swept waters could be a welcome restorative.

An Important Mission

But there were hazards, too. "Getting the ferry" was an important mission. A trip missed often meant a long delay or possibly an overnight stop on the wrong shore. This was the thing that was eventually to give the ferryboat a violent shove down the path to limbo. The coming of the automobile and the quickening of the tempo of life created louder and louder demands for more and more bridges. Waiting in line in a hot automobile for long periods to get aboard a ferryboat was not a pleasant way to spend a Sunday afternoon.

Making lengthy detours at night when there might not be any ferry service, or driving for hours in winter weather to reach the opposite bank of a river while ferry service was suspended because of ice conditions, became less and less acceptable in an age that wanted ever-faster transportation.

The bridge overcomes all of this. It offers a speedy crossing at all times of the day or night under all weather conditions. One never worries about the possibility that he may arrive at the ferryship just in time to see the last boat of the day sailing off across the river. The bridge is always in the slip. It lacks but one thing, and that is personality—a matter of importance to nobody except ferryboat devotees.

The Kingston-Rhinecliff ferry line is about to be added to the long list of once-prosperous ferry lines that have been rendered extinct by bridges. When the George Clinton makes the final crossing, she will bring to an end one of our most venerable local institutions and place a period to over 250 years of history. By anyone's reckoning, that is quite a lot of history.

Coincidence

Jacob Kip, when he first commenced to accommodate the passing traveller by ferrying him across the Hudson, was probably anything but a seer. All he was interested in was to get his customer safely to the other side and collect his fare. He little realized that he was inaugurating a ferry route that was to be maintained for about 250 years. Now at least the end is near.

The story of the ferry line illustrates the fact that progress can never be ignored. Each new boat had to be an improvement on its predecessor. Probably all of the early rowboats and periagors and yawls and horseboats could be loaded on the George Clinton without seriously inconveniencing her. She's a far cry from the Knickerbocker, the Rhine, the Lark and the Transport, and an improvement on the Kingston—the only local ferry boat comparable to her. Modern as the George Clinton is, she

SWEETIE PIE

By Nadine Seltzer



Wired for Money

Albuquerque, N. M. (AP)—Ed Morrison, sales manager for a homebuilding firm, says he recently received an unsigned letter with a check for \$18 enclosed.

Morrison says the writer told him he was taking some wire from the firm's storage lot and decided to pay for it. Morrison says the company did not notice the wire was missing.



The Nature Parent

Tackling the Problem of High School Fraternities

By MRS. MURIEL LAWRENCE

Last summer the L.'s took their teen-age daughter's best friend on a month-long family motor trip through Canada. For years, the girl has been in and out of their home. Then, last October, she was initiated into a sorority that neglected to invite her friend to join it.

Since that time, she's not only avoided the L.'s but has cut their child dead at school. Mrs. L. writes, "I suppose there's nothing to do but feel sorry for the girl . . ."

Occasionally, by asking our school board to act on the fraternity system in our local schools, much can be done.

If Mrs. L. will read the excellent article on this problem in a recent issue of Parents' magazine, she can discover what other parents and teachers are doing to outlaw these unbrotherly brotherhoods from their communities.

According to it, the town of Mamaroneck, N. Y., has made an unusually successful adjustment to fraternity-free schools. It went about the job of getting rid of them wisely. First, it took a poll of its citizens' opinions on school fraternities. It showed they didn't like them.

It is arbitrary, un-American action to which no wise grownup can give moral support.

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HOME-SEEKERS' SAVINGS AND LOAN ASSOCIATION

Our Personal

Financial Statement

as of

December 31, 1956



PERSONAL

In the past six months our customers have added to their already existing accounts and many new persons in the Kingston area have joined the Home-Seekers' family of savers. These people are increasing their prosperity and security in today and tomorrow.

HOMES

We have continued to help families buy and build their own homes, with financing arranged to permit monthly payments, just as they formerly paid rent. In time these homes will be free and clear of debt.

FINANCIAL

ASSETS

Loans on Real Estate	\$ 8,981,759.34
Loans on Savings Accounts	70,902.11
Property Improvement Loans	22,996.65
Home Office Building, Furniture and Fixtures	39,674.26
New Office Building (235 Fair Street)	189,307.92
Real Estate Owned	4,948.03
Investments and Securities	754,927.08
Cash on Hand and in Banks	283,901.00
Other Assets	2,084.03
	\$10,350,500.42

FUTURE

Before our next statement is published, our new building at 235 Fair Street will be completed giving our customers more convenient offices to transact their business.

The Central Broadway Office at 628 Broadway will remain open for continued service to people who live and work in that area.

LIABILITIES

Savings and Investment Accounts	\$ 8,732,736.70
Borrowers Tax and Insurance Accounts	84,891.55
Borrowed Money	300,000.00
Loans in Process	235,596.80
Unearned Income	5,292.57
Other Liabilities	10,093.33
Total Liabilities	\$ 9,368,610.95
Reserves	981,889.47
	\$10,350,500.42

Money Is BUT A TOOL...Our Product Is Service

OFFICERS

JOHN B. STERLEY, Vice President and Counsel

DEWESEE W. DEWITT, Executive Secretary

and Treasurer

WILLIAM D. COSTELLO, Assistant Secretary

SAMUEL H. PEYER, Assistant Treasurer

WILLIAM F. PAULUS, Auditor

DIRECTORS

William B. Byrne

Harry Hymes

Harry Halverson

Raymond Howe

J. Allan Wood

Wilmer S. Nickerson

Samuel H. Peyer

John B. Sterley

Frank W. Thompson

For the Period Ending March 31, 1957, Anticipated Dividends Will Be

INSTALLMENT ACCOUNTS 3 1/2%

SAVINGS ACCOUNTS 3%

INCOME ACCOUNTS 3%

All Accounts INSURED up to \$10,000

Happy Times

Papa Retires at 65 — Mama Goes to Work

By BEULAH STOWE

This is the sort of thing that shouldn't happen to a self-respecting man.

But it did. And he likes it.

Chris Swanson retired in October of last year from his Civil Service job in Washington, D. C. He had a pension. He owned his own home. His three children were grown, and as a grandfather he was a repeater.

At this point of rest and relaxation in his life, his wife decided to go to work.

She had married him when she was 19, and had never held a job in her life. The job she acquired now was a happy accident. A friend in her church woman's society who ran a gift shop became ill and asked her to step in.

It was an adventure to Mrs. Swanson, to earn money for the first time in her life. It was all right with her husband. He was enjoying his freedom; wage-earning had long since ceased to be a thrill to him.

It was his turn to stay home, and to work around the house. He built a new doll house for his youngest granddaughter, complete with electric lights and made-to-scale furniture. He added a glazed-in conservatory at the rear of his home.

When his wife comes home from work in the afternoon, she often brings with her some of "the girls" to have a man-made sundae or to stay for a dinner she cooked.

She really brings them so that she can show off her husband, the retired man who is truly happy at home.

Any man as adjustable as Chris Swanson will not need to find a job or a driving interest after he is retired. He can find his own satisfactions and diversions as he goes along. Especially if his wife insists on supporting him in the style to which he is accustomed.

Q—"My father faces compulsory retirement next year. He has made no plans to do anything. He and mother will have a pension of \$262 a month. I don't see how they can live on that amount. It will not even pay their basic expenses, living as they are now. What can a daughter do to make a father prepare for the great change in his life that is approaching?"—Mrs. C. W. J.

A—"Leave him alone. He's made a living, reared you, and kept out of the rain. Don't 'adopt' him. You might take him some books on retirement; you might talk to him about his plans for the future. In the end, your father must solve his problems from the outside in. You cannot solve them for him, from the outside in.

Q—"I am 55 and make \$112 a week. I have saved nearly \$7,000 and I want to quit my job and open a small camera shop. Photography has been my hobby, and the town I live in needs a camera store. My wife is afraid for us to take the chance. How can I convince her?"—R. W. C.

A—"See if she would approve of this: get a leave of absence from your job. Ask for a year, but take six months if you must. Go to a camera manufacturer, and see if he will finance your store, so you can hold on to that \$7,000. Write to the U. S. Department of Commerce, Washington 25, D. C., and ask for free booklets on the business. Figure out where you might get another job if the shop failed and the leave of absence wore out. Say a prayer, and then plunge in. I don't advise you to do it. Only you and your wife can decide. But if you do, do it in this way, a step at a time.

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CLINTONDALE

Clintondale, Jan. 8—Mr. and Mrs. Albert Angelillo of Clintondale announce the engagement of their daughter, Lucille, to Vincent Ligotino, son of Mrs. Bessie Ligotino of New Paltz, and the late Charles Ligotino. Miss Angelillo attended the local school and was graduated from Highland High School and Delhi State University and is employed with the Central Hudson Gas and Electric Co. Mr. Ligotino attended New Paltz High School and is in partnership with his brother in the operation of Ligotino Brothers Farm and Cold Storage at New Paltz. No date has been set for the wedding.

Mrs. Lillian S. Harcourt of this place announces the engagement of her daughter, Barbara Jean, to Adolph Alexander Lanaukas, son of Mr. and Mrs. Albert Yuskevicius of Cheshire, Conn. Miss Harcourt was graduated from Highland High School and Rider College of Trenton, N. J., and is now employed as assistant to the treasurer at the college. Mr. Lanaukas attended schools in Waterbury, Conn., also Marianopolis Academy and Rider College and is now employed with the Trenton Banking Company. No date has been set for the wedding.

The Clintondale school reopened Thursday after being closed two weeks for the holidays.

Donald Weaver, John Minard, Peter Scimeca and Frank Ligotino of this place have been named to the community committee of the Ulster County Ag-

Does Bad Climate Cause Colds?



No, colds occur in widely different climates at about the same season. They affect about

the same percentage of people in one region as in another. Apparently the greatest contributing factor is the change to indoor crowding, especially in schools, during the winter months. Children acquire and transmit the disease more readily than adults.

Your doctor can give you advice which will do much toward protecting you from colds.

When your physician writes you a prescription, bring it to us for filling.



BEADLE'S Pharmacy

SAUGERTIES, N. Y.

PHONE 167

Reactor Danger Not Likely: Physicist

Washington, Jan. 8 (AP)—A Cornell University physicist said today the possibility of any radiation danger from a proposed nuclear reactor near Monroe, Mich., is less likely than the most freakish accident.

Dr. Hans A. Bethe, in testimony prepared for an Atomic Energy Commission (AEC) hearing, said that with any nuclear reactor, there is a possibility radioactive materials might be released into the atmosphere, posing a hazard to surrounding areas.

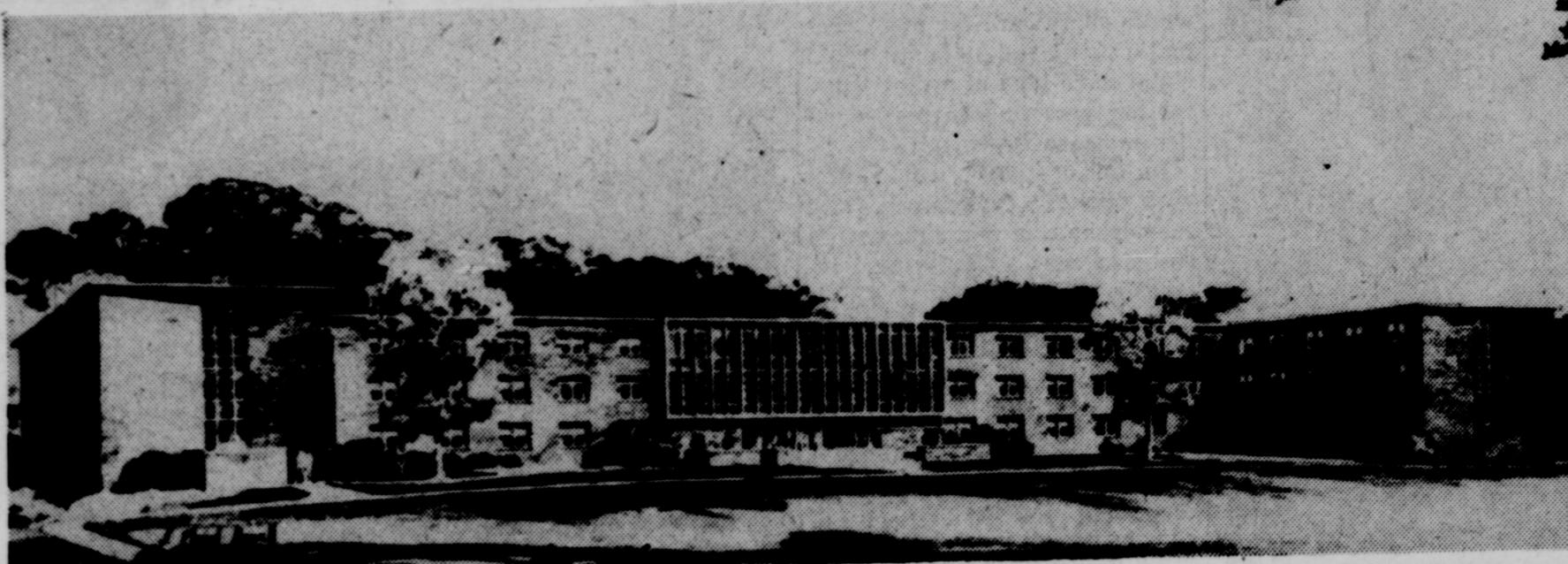
But he described the possibility as extremely remote. And he added it would be impossible for the reactor ever to explode like an atomic bomb.

"There is no way in which this can ever happen," Bethe said.

He was one of several expert witnesses who testified they believed the private nuclear power project could be operated safely.

The hearing was called by AEC in connection with the application by the Power Reactor Development Co. (PRDC) to build a fast-breeder reactor.

PRDC is a nonprofit corpora-



NEW NEW PALTZ COLLEGE DORMITORY—An architect's drawing of the new million dollar dormitory at the State University Teachers College, New Paltz, which will house 300 students. It is hoped that construction will be completed in time for the fall term in September. Hart, Jerman are the architects.

tion formed by 21 companies, including several electric power firms.

A fast-breeder reactor is one that produces more fissionable material than it burns.

The hearing was concerned only with the continuance of PRDC's conditional permit to construct the proposed reactor, and not a license to operate the

reactor. The building to house the reactor now is under construction.

Mine Alert

Honolulu (AP)—Hawaii residents have been alerted to watch out for enemy mines—not because of any current crisis, but from World War 2 and the Korean conflict. The navy said eight Japanese World War 2 mines have floated up here in the past 18 months. More are expected.

And, the warning said, Russian-made mines sown by the North Koreans are expected to break loose and float here. Several of the mines already have killed persons in Japan, the navy said.

Shotgun Was Loaded

Casper, Wyo. (AP)—Johnny Shotgun came to town recently and police complained he got loaded. Shotgun, an Arapahoe Indian, was arrested for creating a disturbance at an auto court. He was returned to the Wind River reservation after forfeiting a \$10 bond.

Mechanics Install Officers for 1957

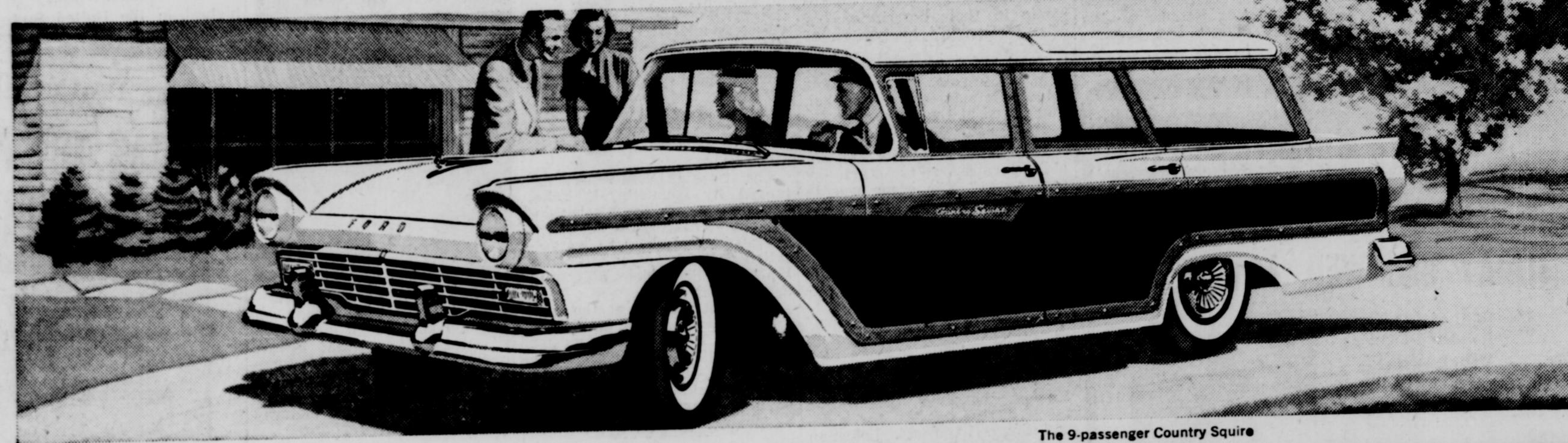
Newly-elected officers of Charles DeWitt Council, 91, JOUAM, were installed Friday night during the regular weekly meeting at Mechanics' Hall, 14 Henry street.

Harry B. Carle of Saugerties Council 104, deputy state councilor and Winfield Swart, marshal, past councilor, installed the following:

George McLean, councilor; Edwin B. Schultz, vice-councilor; Charles M. Lord, recording secretary and treasurer; Kenneth L. Hotaling, financial secretary; Frederick Ellsworth, conductor; Alfred R. Thomas, warden; Hilton Matthews, inside sentinel; George Wells, Jr., outside sentinel; Harold DeGraff, past councilor; Alfred R. Thomas, trustee for three years and Andrew Lamberton, chaplain.

A steak dinner was served the members following the installation at Cuneo's Restaurant in honor of Deputy State Councilor Carle and the new officers.

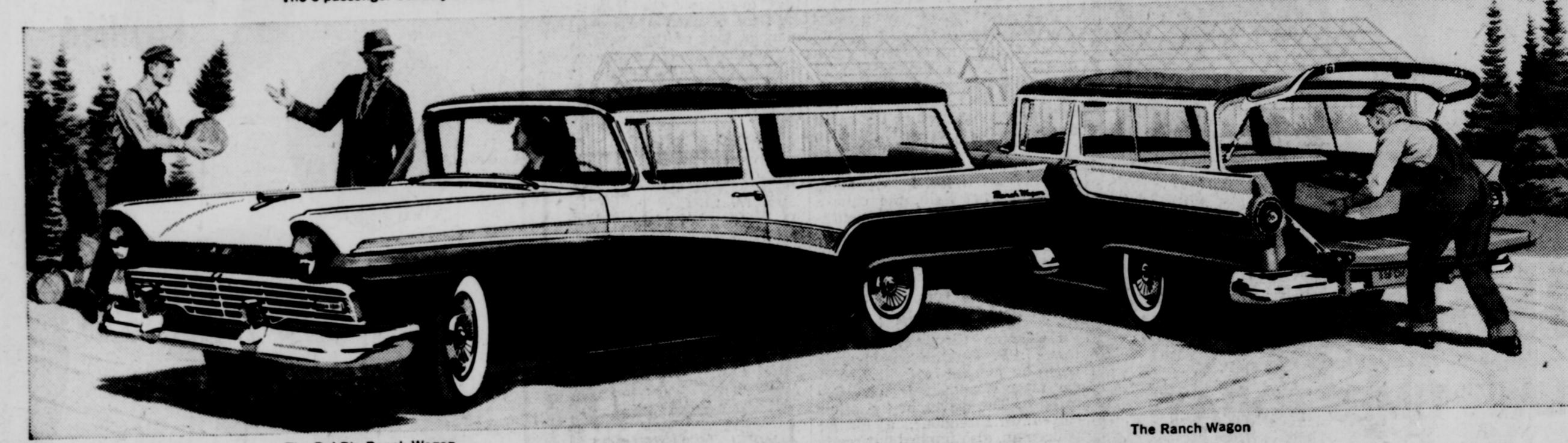
Boxes and crates take up about 10 per cent of the lumber output of the United States.



The 9-passenger Country Squire



The 6-passenger Country Sedan



The 9-passenger Country Sedan

The Ranch Wagon

The Rev. John E. Swords will hold a worship service at the Clintondale Methodist Church at 9:45 a. m. Sunday and Mrs. Thomas Powers, superintendent of the Sunday school, will preside over the 11 a. m. session of the school. The Women's Society for Christian Service will meet at the church Friday, Jan. 25.

At the Clintondale Friends Church the Rev. Jesse Stanfield will hold a service at 11 a. m. and Sunday school will meet at 9:30 under the direction of Howard Setterlund.

Mrs. Evelyn Hoberg of this place has been installed as recording secretary for Ida McKinley Council, Daughters of America. She has also been presented with an attendance card. Mrs. Cora Rhodes has been ill at her home.

Anthony Palazzo and sons were visitors in Highland Saturday.

FIVE NEW FORD glamour wagons
long, low and loaded with Go!

Leave it to the station wagon leader to make the big station wagon news for '57! And what news! Wagons so big, so powerfully different, so full of fine-car prestige that you'll wonder how it can be done at low Ford prices.

Under the new front-hinged hood you'll find new power—Six power!—V-8 power!—proved-in-action power. The wheels, the frame, the chin-high roof lines—wherever you look you'll admire its long, lean greyhound grace.

Inside you'll find more usable loadspace than you ever dreamed possible. And for greater loading ease, the lifgate wraps right around the back of the car.

If your choice is the 9-passenger Country Squire, you'll be proud to pull up at the

finest places in this new kind of glamour wagon with its luxurious and smartly distinctive wood-like trim.

If your needs call for a 6-passenger station

wagon with four doors, you'll love the spacious room of the new Country Sedan. And when you fold the rear seat into the floor, (a matter of mere seconds), you'll find there's almost nine feet of loadspace—nearly a foot more than ever before.

There's still another 4-door Country Sedan. Like the Country Squire, it has the extra third seat for 9-passenger room. And, as in all Ford wagons for '57, you have the new single-control handle which opens both the wrap-around lifgate and tailgate with one motion. And they can't be opened from inside!

There's good news, too, for fans of Ford's celebrated Ranch Wagon. This 6-passenger, 2-door model features Ford's new subdued tones, the last word in modern decor. The beautiful color-mated interiors are made of new wonder-wear fabrics which defy muddy little shoes and drippy chocolate cones. And for quiet, there's no wagon like Ford wagons!

In the wonderful way that Ford can take a fine thing and make it even finer, the Del Rio Ranch Wagon goes a step beyond the Ranch Wagon in style, fabrics and trim. It brings you 2-door, 6-passenger wagon-life at its luxurious best.

Better see for yourself—and soon. Take a Ford wagon for a spin. You'll agree that for styling it's a sweetheart... for work and power, it's a nimble, obedient slave!

New '57 Fords have toughest shakedown cruise in history!

It was real tough but it was worth it. The '57 Ford broke 458 national and international records from 1 kilometer to 50,000 miles at Bonneville, Utah, in the most savage test in automotive history. For 50,000 miles, two '57 Fords averaged over 107 and 108 mph respectively. This time included all pit stops... the greatest endurance feat of all time!

Ask for Your
FORD
STATION WAGON
Action Test Today

OLD CAPITAL MOTORS, INC.

300 BROADWAY, KINGSTON, NEW YORK

THE UP-TO-DATE COMPANY'S STORE WAS CLOSED
ALL DAY TUESDAY, JANUARY 8th for the purpose of
readjusting and marking down stocks.

SALE BEGINS WEDNESDAY
JANUARY 9th at 10 A. M.

CLEARANCE!

Dresses to Clear!

DRESSES

LIMITED NUMBER FOR MISSES and WOMEN
Values to \$29.95

FINAL SALE PRICE
\$10.00

DRESSES

FOR MISSES and WOMEN
Values to \$25.00

FINAL SALE PRICE
\$12.95

DRESSES

FOR MISSES and WOMEN
Values to \$29.75

FINAL SALE PRICE
\$15.00

DRESSES

FOR MISSES and WOMEN
The Greatest Buy of the Year!

Formerly to \$39.75
FINAL SALE PRICE

\$19.95

DRESSES

Just a limited number of Evening and Dinner Dresses For
Misses and Women Drastically reduced for Immediate
Disposal.

ALL HIGH COST

DRESSES

Reduced Proportionately for Immediate Disposal

20% OFF

ON

HANDBAGS

20% OFF

ON

Blouses and Sweaters

HUNDREDS OF THRIFTY
WOMEN WAIT FOR OUR
**FINAL CLEARANCE
SALE**

It's a COMPLETE DISPOSAL of What's
Left — Everything Goes — No carry overs.
An event never surpassed. Look for the yel-
low sale tickets.

**GREAT SAVINGS ONLY AT
THE UP-TO-DATE CO.**

Sale-priced Suits!

100 SUITS

From the Best of Makers
Quality Fabrics
Were \$49.95 to \$95.00
FINAL SALE PRICE

\$38⁰⁰ - \$55⁰⁰ - \$68⁰⁰

For Misses, Junior Miss and Women

**ALL HIGH COST
SUITS
PROPORTIONATELY REDUCED**

ALL HIGH COST MILLINERY

WHAT'S LEFT
REDUCED
FOR IMMEDIATE DISPOSAL

20% OFF

ON

Raincoats

Clearance of Coats!

FURRED COATS

FOR MISSES and WOMEN
Were \$69.75 to \$79.75
FINAL SALE PRICE
\$55.00

FURRED COATS

Only a Limited Number
Were \$95.00 and \$99.50
FINAL SALE PRICE
\$78.00

ALL HIGH COST COATS

PROPORTIONATELY REDUCED

COATS

High Quality Fabrics
Were \$79.75 to \$85.00
FINAL SALE PRICE
\$64.00

FUR COATS

20% to 30% OFF

Grey Persian, Shirred Raccoon, Muskrat,
Persian Paw, Mouton

Untrimmed Coats

In the Finest of Fabrics
Were \$65.00 and \$69.50
FINAL SALE PRICE
\$48.00

20% OFF

ON

LINGERIE, ROBES, NEGLIGEES

HERE IS A TREAT!

9 NEGLIGEES and LOUNGING PAJAMAS
Were \$17.95 to \$35.00
FINAL SALE PRICE

\$9.00

THE UP-TO-DATE COMPANY

"Quality Always"

DONALD DUCK

Registered U. S. Patent Office



Registered U. S. Patent Office

By WALT DISNEY

BLONDIE



Alert Lad

By MERRILL BLOSSER

FRECKLES AND HIS FRIENDS



Trying to Help

By WILSON SCRUGGS

THE STORY OF MARTHA WAYNE



By J. R. WILLIAMS

OUR BOARDING HOUSE . . . with . . . MAJOR HOOPLES



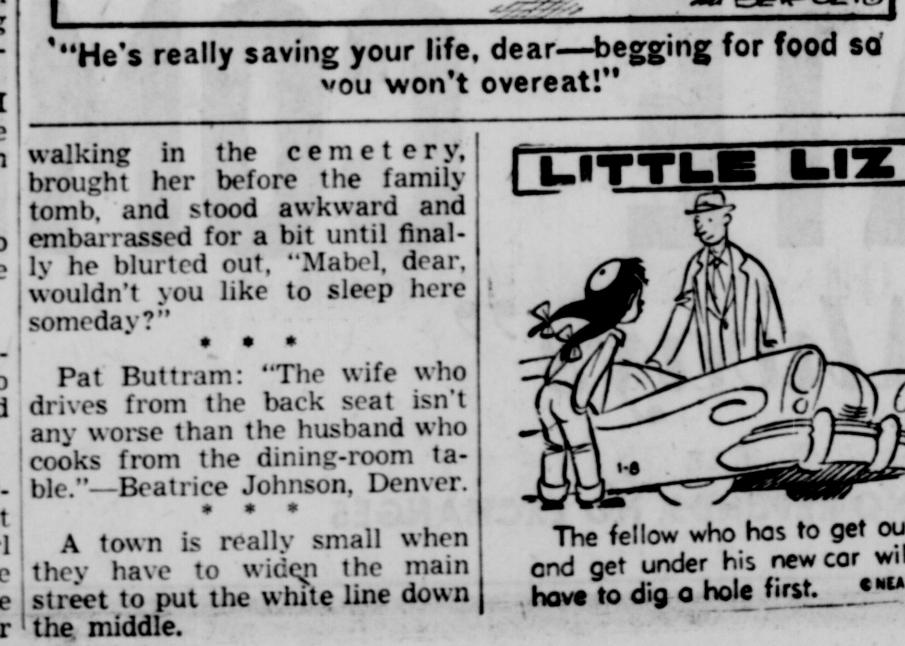
BARBS

By HAL COCHRAN

Some people who guess they can beat a train to a crossing don't have another guess coming.

A large percentage of home accidents happen in the kitchen, statistics show. Most men have eaten them.

Remember all that fancy ribbon and paper you spent lots of time putting on Christmas gifts? Look at it now!



SIDE GLANCES

By GALBRAITH



T.M. Reg. U.S. Pat. Off.
© 1957 by NEA Service, Inc.

"I was giving physical culture exercises on the radio—they finally switched the program to TV!"

CARNIVAL

By DICK TURNER

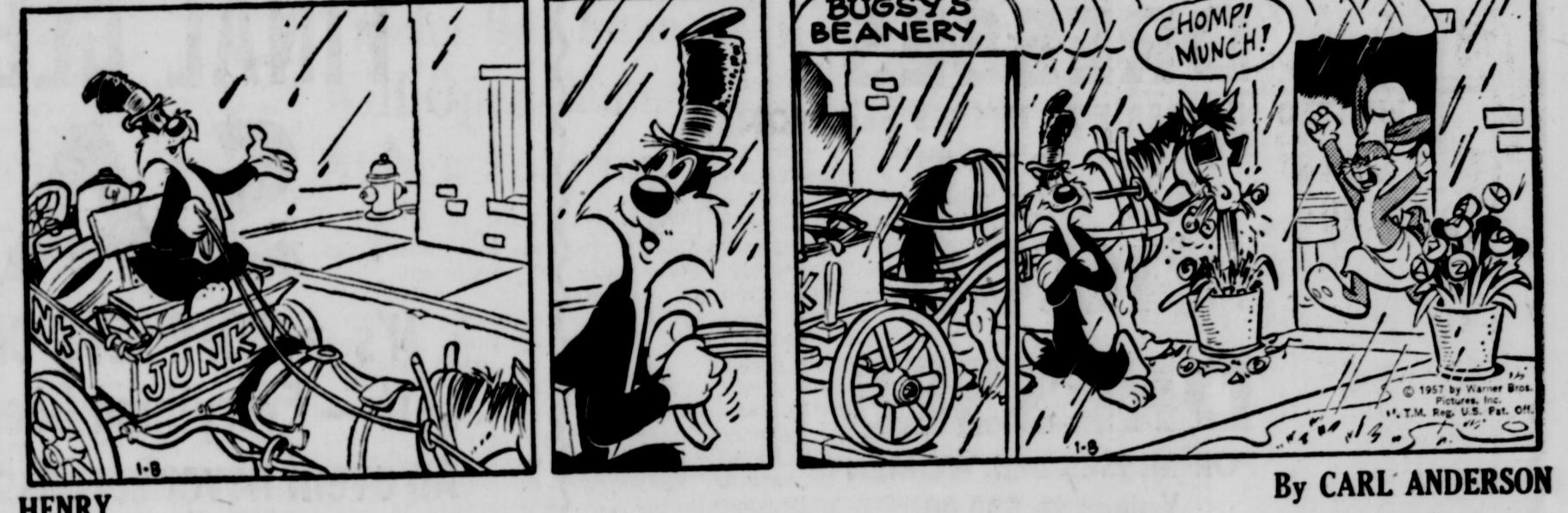


T.M. Reg. U.S. Pat. Off.
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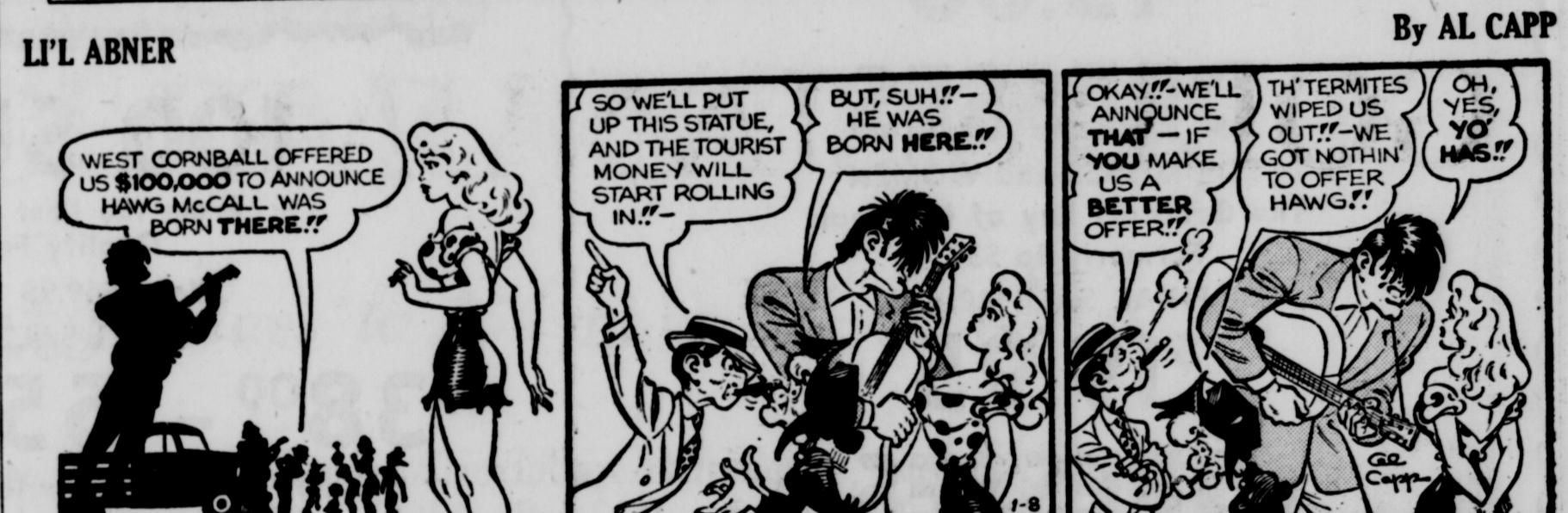
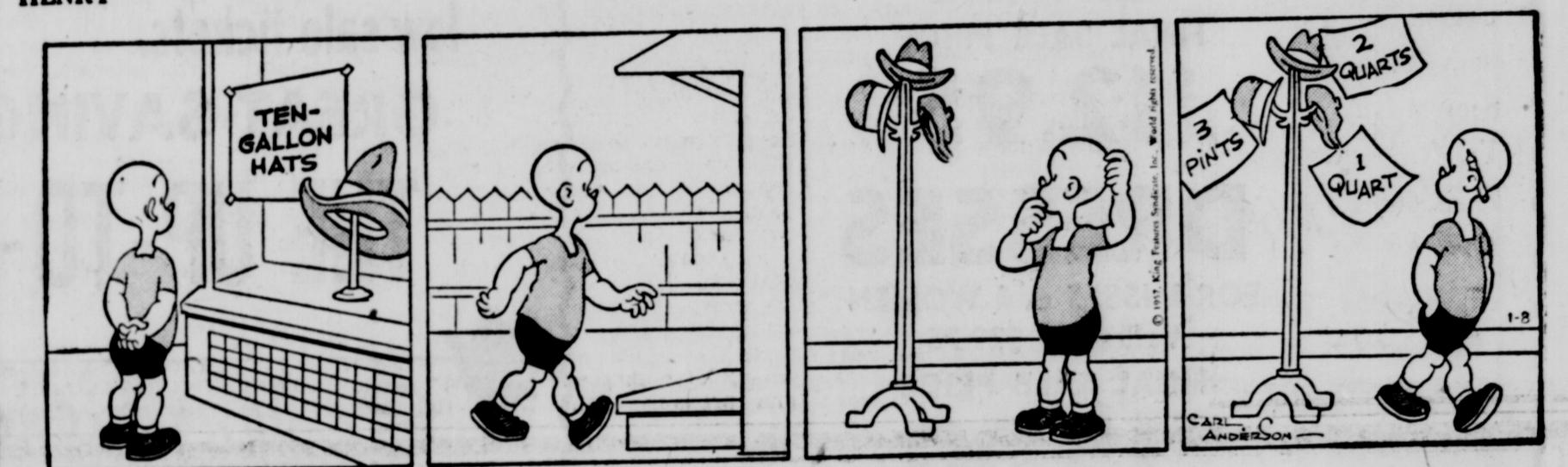
"Now let's get this straight! I'm helping YOU, you're not helping me!"

BUGS BUNNY

Dry Humor



By CARL ANDERSON



By AL CAPP

LIL' ABNER



The Last Straw

By LESLIE TURNER



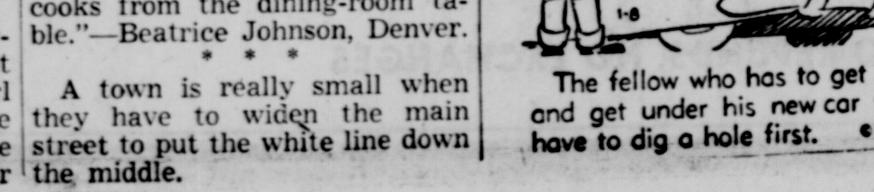
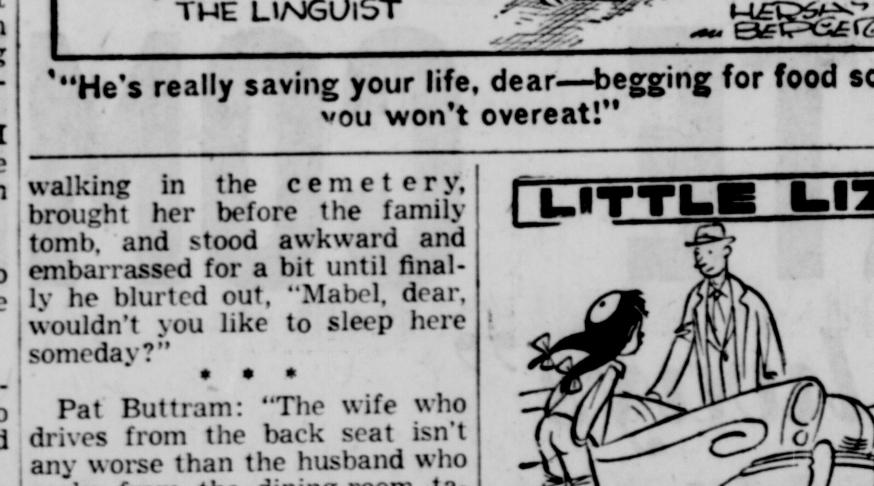
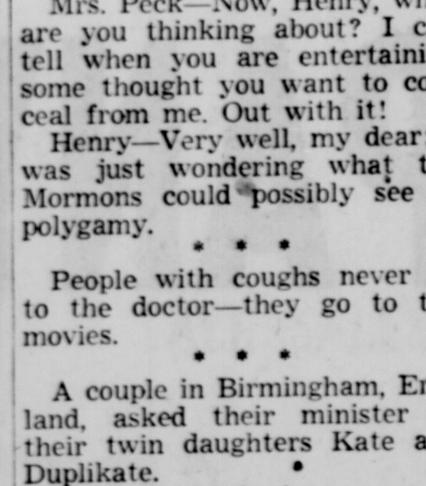
Reprise

By EDGAR MARTIN



Little Trouble?

By V. T. HAMLIN



BALANCING SCALE: An old fashioned balancing scale has a little indicator which shows which tray cubalances the other. This indicator was called in Latin an examen. Thus to examine is to weigh your chances or possibilities.

A couple in Birmingham, England, asked their minister to twin daughters Kate and Dulipatra.

The shy young man was having difficulty in finding sufficient courage to propose to the girl and he kept trying to create situations that would facilitate it for him. One day he took her

walking in the cemetery, brought her before the family tomb, and stood awkward and embarrassed for a bit until finally he blurted out, "Mabel, dear, wouldn't you like to sleep here someday?"

Pat Buttram: "The wife who drives from the back seat isn't any worse than the husband who cooks from the dining-room table."—Beatrice Johnson, Denver.

A town is really small when they have to widen the main street to put the white line down the middle.

The fellow who has to get out and get under his new car will have to dig a hole first.

A town is really small when they have to widen the main street to put the white line down the middle.

The fellow who has to get out and get under his new car will have to dig a hole first.

Bird Watchers Complete Annual Check on Species

By HENRY F. DUNBAR
Back in 1900 Dr. Frank M. Chapman, ornithologist at the American Museum of Natural History, conceived the idea of listing wild birds in a given area every winter, so that, by comparison, changes in bird population could be determined.

Together with 26 other birders he made a count of all the birds they could see in the area during one day about Christmas time. This has been repeated annually ever since and, as the popularity of bird watching grew, increasing numbers of watchers have joined in until now well over 6,000 people list the birds seen all over America. The National Audubon Society publishes an annual summary of their reports.

Members of the John Bur-

roughs Natural History Society have participated in this activity for several years and count birds seen within a seven and one half mile radius of High Falls. This year 14 observers in four groups, one group covering Kingston city area, one New Paltz, another Mohonk Lake and the fourth Marbletown chalked up 3,058 birds of 51 species.

The astonishing number of 59 song sparrows have decided to spend the winter. The largest number of any one species was 807 starlings. Dr. Pyle reported a belated flock of redwings in the New Paltz area. Last year over 150 robins were seen and this year only seven. Perhaps the most unusual bird for the count, made Dec. 29, was a yellow-breasted chat that George Long had at his feeding station on West Chester street. The list of birds reported, together with the number seen was as follows:

Pied-billed grebe, 1; Canada goose, 1; Mallard duck, 20; black duck, 132; American goldeneye, 22; American Merganser, 1; sharp-shinned hawk, 1; Cooper's hawk, 2; red-tailed hawk, 2; marsh hawk, 2; sparrow hawk, ruffed grouse, 5; pheasant, 2; black-backed gull, 4; herring gull, 19; mourning dove, 97; horned owl, 2; flicker, 3; pileated woodpecker, 1; hairy woodpecker, 17; downy woodpecker, 27; blue jay, 112; crow, 107; black-capped chickadee, 101; tufted titmouse, 3; white-breasted nuthatch, 28; brown creeper, 7; Carolina wren, 1; robin, 7; golden-crowned kinglet, 14; ruby-crowned kinglet, 1; cedar waxwing, 36; northern shrike, 1; migrant shrike, 1; starling, 807; yellow-breasted chat, 1; myrtle warbler, 2; house sparrow, 255; meadow lark, 41; redwing, 221; rusty blackbird, 5; cowbird, 10; cardinal, 25; purple finch, 12; goldfinch, 39; slate-colored junco, 512; white-throated sparrow, 12; tree sparrow, 267; Song sparrow, 59; snow bunting, 3.

Stone Breaks Window

Mrs. Edward Pauker, 41 Brewster street, noticed city police at 5:52 p. m. Monday that someone had thrown a firecracker on her front porch, followed by a snowball with rocks in it. The snowball broke a window pane in her front door, she reported. Officers Harold DeGraff and Bruce Clarke were dispatched and searched the area but without result.

Ulster Hose Ladies

The annual banquet of Ladies' Auxiliary of Ulster Hose No. 5 will be held Thursday, Jan. 10, at 7 p. m. at Aiello's on the By-Pass. All members are urged to attend.

Parking Meter Stolen

Officer William Ballard reported to police headquarters at 3:29 p. m. Monday that Meter No. 52, located in front of 16 East Strand, had been stolen sometime during the night. It is valued at \$75.

Clean up those bills the easy way.

Sell no longer needed items with an inexpensive KINGSTON DAILY FREEMAN Classified Ad.

Phone 5000

NEED CASH
FOR THOSE
AFTER CHRISTMAS
BILLS?



2

Straight, Slim Lines for Ease In Walking

By GAILLE DUGAS
NEA Women's Editor

New York—(NEA)—Leather has become a year-around fashion. It has also become a fashion more nearly within reach of the average wallet.

Lately, designers have cut it into straight, slim young coats that offer walking ease without the fullness that has characterized a good many leather coats in seasons past.

These are coats designed for town as well as country wear. As much as any one style can be, these are coats to be worn over nearly anything in a wardrobe. Anything, that is, that follows out the straight, slim lines.

We show (left) a straight-cut coat of supple African grain kid-skin that's slit at both sides for ease in walking. It has oversized saddle pockets.

The same leather in a creamy shade is used for coat (right) that's fully lined and collared in plushy orlon fleece. Both fashions are by Leathermode.

Knowland . . .

American Gov. Goodwin J. Knight that his best chance for political advancement lay in seeking to fill the Senate seat. Knowland is vacating.

If Knight declined to be convinced, Knowland would have to face a primary battle with Knight if the senator chose to seek the nomination.

Knowland's announcement apparently caught Knight by surprise. He told newsmen in Sacramento, Calif., he didn't know what to make of it. He said he has no intention of running for the Senate, but declined to say whether he would seek renomination to the governorship.

A Rough Time

Some Knowland Associates in Washington said they believed the senator had decided that if he wants to be President he will have to break the three-way knot that now exists over potential control of the hefty California delegation to the Republican convention four years from now.

As senator, he would have to deal with Knight or Nixon with the prospect that the delegation would be split two, or possibly three ways. But as governor he would have disposed of Knight and probably could wrest the

state's delegation away from Nixon, leaving the latter without a "home base."

Still Has Ideas

Knowland filed for the GOP presidential nomination last year in several early primaries before Eisenhower announced his own second term intentions, and the senator's friends say they don't think his desire for the post has lessened.

In California, Republican leaders were surprised, and Democrats talked with some glee, of Knowland's decision to leave the Senate. The state's Democratic Atty. Gen. Edmund Brown predicted that "the Republicans will have a good tussle among themselves during the next couple of years, and it will be good for the Democrats."

Knight said he will discuss the general situation with Knowland in Washington at the time of Eisenhower's inauguration.

Within two hours of Knowland's announcement, California controller Robert C. Kirkwood sent around a news release saying he will seek the Republican nomination for Knowland's Senate seat in 1958.

Roger Kent, Democratic state chairman, noted the timing of Kirkwood's announcement, and said:

"Where does all this leave Goodie Knight?"

"Is this a squeeze play against him by Knowland and Kirkwood, or did they clear it with Goodie first and does that mean all three are in a squeeze play against Dick Nixon?"

Edward S. Shattuck, GOP national committeeman, was asked in Los Angeles whether he thinks Knowland will try for another office and replied:

"Certainly he won't suddenly become less interested in public life."

Sills Out of Hospital

Joseph E. Sills, Jr., a member of A. H. Wicks Engine Company, who was injured while fighting a fire at the Taitlet box factory on Habsruck avenue last Wednesday, was discharged from Kingston Hospital after treatment. Sills was overcome by smoke and struck on the head by a flying object.

Car "Skirts" Stolen

Joseph Medve, Jr., 176 Elmendorf street, reported to city police at 5:40 p. m. Monday that the fender skirts on his 1950 sedan had been removed some time during the night. The orange skirts, taken from the car while it was parked in front of his home, are valued at \$8.95.

His loss was placed at less than \$50,000" but he said he did not know what the loss to the owner was. The two-story brick building was badly damaged by the two-alarm fire, the origin of which is still unknown.

Efforts to reach Richard Pascerini, president of Passwell Food Products Co., Inc., today to ascertain his loss, were unsuccessful.

Leather Fashions Are Perennial



Chester Wolven Elected to Head Woodstock Vols

Woodstock Jan. 8—Chester Wolven was elected president of Woodstock Fire Company No. 1 in a close vote of 28 to 27 during the annual meeting held Monday night at the fire hall.

Mr. Wolven defeated Fred Thiasz, who was recommended for the office by the executive board. Mr. Wolven was nominated from the floor. He replaces retiring president Hudson Cramer Jr.

Contest For Treasurer

Robert Hastie was elected vice president and Herbert G. Wyman succeeds himself as secretary. With two nominations from the floor the treasurer, Jack Gibson, won over Joseph Holdridge Jr., with a vote of 28 to 26. The Rev. Harvey I. Todd was unanimously chosen as chaplain.

Fire Chief George Haythorne was unanimously reelected chief by all three companies.

The following were unanimously elected to succeed themselves in their respective offices. Douglas Franckling, first assistant chief; Eric Wiltz, second assistant chief; Mervin Doremus, chief driver; Robert Smith, chief engineer.

Delegates to the Ulster County Volunteer Firemen's Association are: Birge Simmons and Mr. Thaisz, alternate. Delegates to the Hudson Valley Volunteer Firemen's Association are: Henry Bertsch and Jack Hertz, alternate.

Bruce Reynolds replaces Henry Eighmyer on the executive committee for a term of three years. Robert Rifenberg replaces Mr. Wolven on the executive committee for a period of two years.

It was announced by Mr. Wolven, chairman that the annual dinner will be held Saturday, Feb. 2, at Deanie's, at 8 p. m. The price of the dinner is to be borne by the individual members. Everyone is urged to get their reservations in early.

Chief Haythorne congratulated the companies on the fine work accomplished during the past year and made particular note of Company No. 2 of Wittenberg in connection with the rescue of two men last week who went through the ice while skating on Yankeetown Pond.

It was voted to pay the dues to the Hudson Valley Volunteer Firemen's Association.

A rising vote of thanks was given to Chief George Haythorne for his work during the past year, and also a rising vote of thanks was given to Robert Smith on rehabilitating the old Ford fire engine to be used as an emergency truck.

Retiring president, Hudson Cramer, Jr., thanked the organization for its cooperation during the past year and congratulated Mr. Wolven on becoming president for 1957.

Hurley Girl Will Represent County In Pie Contest

Miss Enid Goethius of Hurley, first place and blue ribbon winner in the 4-H Club fruit show "Bake off" held Saturday at the YWCA, will represent Ulster county in the apple pie baking contest at the Eastern District meeting of the New York State Horticultural meeting here.

The meeting will be held at the state armory January 30, 31 and February 1.

Other winners in the apple pie baking contest and in the fruit demonstration will participate in the fruit demonstration held in connection with the Horticultural Society session.

Other winners in the apple pie baking contest last Saturday were Laura Barocelli of Hurley, Mary Ellsworth of Port Ewen and Kathryn McCord of Wallkill, all of whom won blue ribbons.

Winners in the fruit demonstrations were Dorinda Upright of Plattekill who won a red ribbon in the Peach Pie class; Eileen Smith of Highland, a red ribbon winner for Waldorf Salad; Judy Wildrick of Wallkill, winner of red ribbon in the Apple Muffin contest and Margaret M. Gaffney of Highland, blue ribbon winner for Apple Pork Chops.

The judge was Mrs. John Kaufmann of Hurley.

Those who will participate in the fruit demonstrations at the Horticultural show are:

Laura Barocelli of Hurley, Kathryn McCord of Wallkill and Margaret M. Gaffney of Highland.



ANNE O'CONNOR MURPHY
INEZ BUSH

ANNE'S
Beauty Shop

86 Foxhall Ave. Phone 4646
Open Thursday Evening Too!

GOLD'S JANUARY CLEARANCE SALE

[Rack of 100% Wool Coats values to \$55 now \$29.98]

Coats

Imported Tweeds, Forstmann, Worumbo, Camel Hair, Cashmere, Cashmere Blends, Chinchilla, Martinique, Guanaco, Fur Fibre Blends, Synthetic Fabrics, Leather, Alpaca Lined, Zip-ins, Clutch-fitted, Box and Flare Styles. Brief, Regular and Tall Styles. Coats with Fox, Mink, Persian and Beaver Trim. Choice of Beige, Taupe, Rosewood, Oxford Grey, Silver Grey, Navy, Black-walnut, Cognac, Bamboo, Camel, Jade, Brown, Honey, Frost Blue, Nude and a Selection of Tweeds. Samples and one of a kind styles. Sizes 5 to 44.

45.00 - 34.00



65.00 - 49.00



89.98 - 68.00



119.98 - 89.00

49.98 - 38.00

69.98 - 54.00



95.00 - 72.00



125.00 - 96.00

55.00 - 42.00

75.00 - 57.00



98.00 - 74.00



129.98 - 98.00

59.98 - 46.00

79.98 - 59.00



110.98 - 84.00



135.00 - 102.00

1/2 off
1/3 price

50 Wool Dresses
Entire Fall Dress Stock
Knit Dresses . . .

1/2 price
25%
1/3 off

Hats
Imported Tweed
Storm Coats

1/2 off
were \$75 now \$57

ALL SALES FINAL — NO EXCHANGES — NO REFUNDS — NO CHARGES

GOLD'S

322 WALL STREET

KINGSTON, N. Y.

SOCIAL ACTIVITIES

SOCIETIES • CLUBS • PERSONALS

Dolores Kimker Is Betrothed to Wed



DOLORES KIMKER

(Photo Workshop)

Mr. and Mrs. Herbert Kimker of Main street, Rosendale, announce the engagement of their daughter, Dolores, to Raymond Ritter, son of Mr. and Mrs. Henry Ritter, of James street, Rosendale.

No date has been set for the wedding.

Invalid-Sick Room Supplies
Wheel Chairs
Crutches, Hospital Beds
FOR SALE or FOR RENT
Gov. Clinton Pharmacy
286 Clinton Ave. Ph. 1800

Announce Betrothal Of Louise Daley

Modena, Jan. 8—Mr. and Mrs. George E. Daley of Gardiner announce the engagement of their daughter, Louise, to Franklin Ufford, son of Mrs. Wendell Ufford of Pitcher.

Miss Daley is a graduate of the Pine Plains Central High School, and the New York State Teachers College at Albany. She is currently a member of the faculty of Oxford Academy and Central School of Oxford.

Mr. Ufford is a graduate of the Cincinnati Central High School and Cornell University, where he was a member of the Alpha Beta fraternity. From 1953 to 1956 he served in the First Army in the U. S. NATO forces in Turkey.

A summer wedding is planned.

Barbara Harcourt Engaged to Wed

Mrs. Lillian Harcourt of Cliftondale has announced the engagement of her daughter, Miss Barbara Jean Harcourt of Trenton, N. J., to Adolph Alexander Lanaukas of Trenton, N. J., and West Cheshire, Conn.

Miss Harcourt, daughter of the late Ralph P. Harcourt, is a graduate of Highland High School and Rider College, Trenton, N. J. She is employed as assistant treasurer of Rider College.

Mr. Lanaukas attended schools in Waterbury, Conn., Marianopolis Academy and Rider College. He is employed as assistant credit manager of the Trenton Baking Company.

Wedding plans have not been announced.



MRS. WILLIAM C. CUSACK JR.

(Tom Reynolds photo)

Jean Milliken Weds William Cusack Jr. December 29 at Fair Street Church

Miss Jean Katharine Milliken, daughter of Mr. and Mrs. Albert Edward Milliken, Hurley road, was united in marriage to William Carlyle Cusack Jr., of Leonia, N. J., to Adolph Alexander Lanaukas of Trenton, N. J., and West Cheshire, Conn.

The flower girl was Robin MacFadden who wore a full length gown of white taffeta with sash in soft green, matching the gowns of the attendants. She carried an old fashioned nosegay of tiny roses.

James C. Cusack, of Winchendon, Mass., served as his brother's best man.

The ushers were Robert E. Milliken, a brother of the bride, Lawrence O. Houghton of New York city, E. Arthur Tutein of Rockville, Conn., and James R. Fuller of this city.

Following the ceremony a reception was held at the Nieuw Dorp, Hurley.

For the wedding journey to the Canadian Laurentians, the bride chose as her traveling ensemble a blue wool dress, beige coat with matching accessories and a corsage of red camellias.

The bride was a graduate of Kingston High School, Colby Junior College and the Berkeley School. She is a member of the Junior League of Kingston. The bridegroom, a graduate of Choate School and Hobart College, served in the air force. He is employed by the Minnesota Mining and Manufacturing Co., of St. Paul, Minn.

Upon their return from the wedding journey the couple will make their future home in Leonia, N. J.

They wore gowns identical



MRS. MARTIN F. HAGGERTY, JR.

(Tom Reynolds photo)

Miss Viola Marie Smith Is Wed To Martin F. Haggerty at St. Joseph's

Miss Viola Marie Smith, daughter of Mr. and Mrs. Bernard Smith, of Stony Hollow was married to Martin Francis Haggerty, Jr., son of Martin F. Haggerty, Sr. and the late Mrs. Haggerty, of Hurley on Saturday morning, December 29 at 11 o'clock at St. Joseph's Church. The officiating clergyman was the Rev. James Cannon, CSSR.

The organist, Mrs. Frank Rafferty played traditional wedding selections and Robert Gallo, the soloist, sang Mother Beloved and Ave Maria.

The church decorations were of evergreens and poinsettias.

The bride entered the church on the arm of her father, who gave her in marriage. She was attired in a gown of pale ivory peau de soie, princess fashion, with long sleeves tapered to points at the wrists. The scoop neckline was accented by hand clipped Alencon lace and the full skirt swept back into a circular chapel length train. The bridal cap of matching lace and pleated silk secured the hand robed French illusion veil. She carried a cascade of white roses centered with a white orchid and surrounded with swansonia.

Miss Bernadette Smith, sister of the bride was maid of honor. She wore a gown of gold brocade, princess fashion, with an Empire bodice banded with champagne colored velvet, scoop neckline and abbreviated sleeves. The full skirt was waltz length and her headpiece was a bow of matching velvet. She carried a cascade of English ivy and carnations.

The attendants, Mrs. John

ways, usually only at side or back, with a straight line in front.

Trigere uses dots and dashes as the theme of her spring collection, heading the program with a line of Morse code and highlighting series of outfit in bold polka dots and hairline stripes.

In almost all her costumes, this designer superimposes a flared tunic, peplum or cape over a slim basic dress or suit, thus achieving a softness and an easing of the silhouette. In addition to the "tu-tu" she shows the "casque", a black-buttoned hip-length tunic over a sheath dress. Harem hemlines and panels also serve to break the sheath line.

"Easy to Wear"

Oleg Cassini, who always has believed that the feminine figure provides its own best lines, announces at the outset of this collection that the clothes are all easy to wear, and shows a series of highly flattering fashions with slim midriffs, casually bloused and softened bodies and slender skirts cased with pleats, darts and peg-top lines.

As always, his signature is the daring and often revealing neckline in after-five costumes, some of which have startling cut-out effects, all of which have a softness and femininity flattering to the wearer and intriguing to the observer.

The meetings will be held at Fair Street Reformed church hall Thursday, Jan. 17. The afternoon meeting will start at 1:30 p. m. and the evening meeting will start at 8 p. m.

Miss Adaline Snelman, Extension specialist in textiles and clothing, will be the speaker at the meetings. Miss Snelman will emphasize the importance of careful selection of the new fabrics that are on the market. She will show ready to wear clothing for men as well as for women.

The public is cordially invited to attend the meetings.

St. Joseph's Mothers Association will hold a special meeting Wednesday at 8 p. m. at the school hall.

Clothes have a new gentleness about them, with many devices used to soften and ease the predominant slender silhouette. The new suits and dresses allow freedom of movement, follow, but do not bind, the natural lines of the body and are designed for comfort as well as flattery.

Uses Tunics

Pauline Trigere, an Americanized Parisian with a French flair for style uses peplums, tunics and capes to break the uncom- promising lines of the straight silhouette. One of her devices is a double peplum which she calls "tu-tu" and which does suggest the perky skirt of the ballerina. She also uses tunics in various

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- LIGHT BULBS
- DOOR CHIMES
- FANS

Lighting Fixtures

Music Group Meets With Mrs. Sterley

Mrs. John Sterley was hostess to the Music Appreciation Group, Thursday, Jan. 3. The topic, Tchaikovsky's Ballet Music, was presented by Mrs. Boyd N. Williams. The three ballets, Swan Lake, The Sleeping Beau-

ty, and The Nutcracker were discussed with recordings from the ballets to illustrate the composer's originality and genius.

Mrs. Kenneth Alexander poured at the tea which followed.

The next meeting will be held at the home of Mrs. Robert Pixley, 75 Roosevelt avenue, Thursday, Jan. 17.

HUNTERFORD'S BEAUTY SHOPPE
SALEM STREET
PORT EWEN, N. Y.
PHONE 3833Wishes to Announce
Theresa (Clark) Gilbert
has rejoined the staff and
would appreciate seeing her
old and new customers.ANN'S BEAUTY SHOP
28 ADAMS STREET
WILL BE CLOSED
FROM JAN. 20th 'TIL FEB. 25th
ANN KUBICEK

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Leventhal's once-a-year event that offers exceptional values at most attractive prices—in Leventhal famous-for-quality furs.

Leventhal

288 Wall Street A deposit will reserve your selection Kingston, N. Y.

The Hudson Valley's Oldest Exclusive Furrier



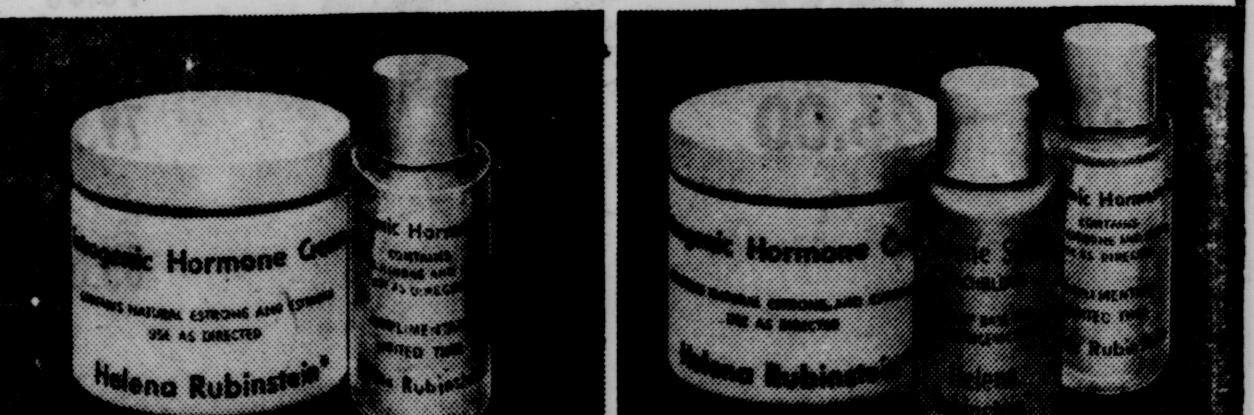
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Helena Rubinstein's Estrogenic Hormone Cream and Oil smooth away age signs, tension lines—help you look years younger! They help the under-skin to hold essential moisture, filling out the surface and smoothing wrinkles. And it costs so little to look younger—during this limited-time offer you save dollars! Try a complete night and day treatment for face and throat. Try the same treatment plus fabulous estrogenic make-up. Start now—see a gratifying difference in days.

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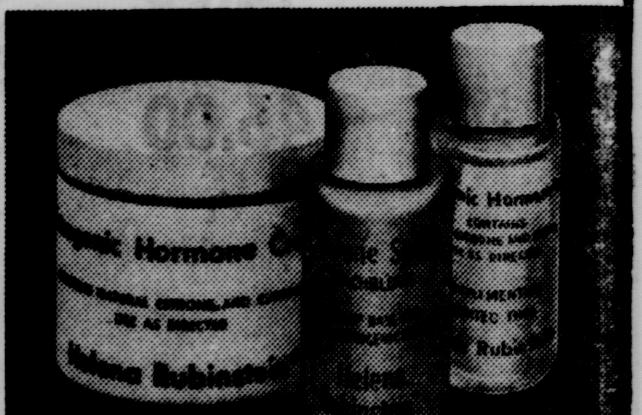
SAVE 2⁵⁰ | SAVE 4⁰⁰

Night and Day Treatment

Estrogenic Hormone Cream helps face look years younger... reg. 3.50

Estrogenic Hormone Oil for throat and under make-up... value 2.50

A complete treatment for the price of the cream!

6.00 value, now 3⁵⁰

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Estrogenic Hormone Cream helps face look years younger... reg. 3.50

Estrogenic Hormone Oil for the delicate throat skin... value 2.50

Silk-Tone Special Foundation with Estrogenic Hormones for beauty-treating make-up... reg. 3.50

9.00 value, now 5⁰⁰
prices plus tax

United Cut-Rate Pharmacy

324 Wall St., Kingston

Port Ewen Pharmacy

Route 9W, Port Ewen

SOCIAL ACTIVITIES

SOCIETIES • CLUBS • PERSONALS

Dolores Kimker Is Betrothed to Wed

Announce Betrothal Of Louise Daley

Modena, Jan. 8—Mr. and Mrs. George E. Daley of Gardiner announce the engagement of their daughter, Louise, to Franklin Ufford, son of Mrs. Wendell Ufford of Pitcher.

Miss Daley is a graduate of the Pine Plains Central High School, and the New York State Teachers College at Albany. She is currently a member of the faculty of Oxford Academy and Central School of Oxford.

Mr. Ufford is a graduate of the Cincinnati Central High School and Cornell University, where he was a member of the Alpha Beta fraternity. From 1953 to 1956 he served in the First Army in the U. S. NATO forces in Turkey.

A summer wedding is planned.

Barbara Harcourt Engaged to Wed

Mrs. Lillian Harcourt of Cliftondale has announced the engagement of her daughter, Miss Barbara Jean Harcourt of Trenton, N. J., to Adolph Alexander Lanaukas of Trenton, N. J., and West Cheshire, Conn.

Miss Harcourt, daughter of the late Ralph P. Harcourt, is a graduate of Highland High School and Rider College, Trenton, N. J. She is employed as assistant treasurer of Rider College.

Mr. Lanaukas attended schools in Waterbury, Conn., Marianopolis Academy and Rider College. He is employed as assistant credit manager of the Trenton Baking Company.

Wedding plans have not been announced.

EIGHTEEN

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Joanne Craddock
Is Future Bride



JOANNE CRADDOCK

Good Taste Today

By EMILY POST
(Author of Etiquette, Children Are People etc.)

A SECOND HAND INVITATION

A reader asks: "Is it proper, or polite, to extend an invitation to dinner through another person other than the one who is giving the dinner? To explain further: the other day a friend of mine called me and told me that she and her husband were invited to dinner at Mary Smith's house (a mutual friend) and that she (Mary Smith) had asked her to call me and tell me that my husband and I were invited too. I feel that this is sort of a left-handed invitation and do not think we should accept without definite word from the hostess. Will you please give me your opinion on this matter?"

If it is customary in your circle of friends, such an invitation would be quite all right. But under ordinary circumstances, the hostess should invite each person herself. In your case, I would advise you to telephone Mary Smith and ask her if she has really invited you.

Admiring a Hostess' Things

Dear Mrs. Post: Will you kindly tell me whether or not it is a breach of etiquette to admire something when visiting in someone's house? Would it make a difference if it is a close friend or someone you are visiting for the first time?

Answer: If you know that an article is really good you may, with propriety, express your admiration of it to any hostess. In the house of a close friend you can admire any object you have not seen before.

Addressing Teen-aged Boys

Dear Mrs. Post: When writing to boys my own age (15) should the envelopes be addressed to Mr. . . .? Seems so formal for them and yet I'm sure they're too old for Master. What is correct?

Answer: On engraved invitations, etc., they are properly addressed Mr. . . . At other times John Green or James Brown is in best taste until they go to college.

When should a gentleman offer his arm to the lady with him? This and many other questions on manners in public are included in Mrs. Post's leaflet E-15, "Manners in Public." Mrs. Post is sorry she cannot answer personal mail. To obtain a copy, send 10 cents in coin to Dept. EP, c/o The Freeman, P. O. Box 99, Station G, New York 19, N. Y.

Marriage For Sharon Gormley And Francis Fiore

Mr. and Mrs. Gerald A. Gormley of 253 Lucas avenue have announced the marriage July 14 of their daughter, Sharon Fiore, to Francis Peter Fiore, son of Mr. and Mrs. Francis Fiore of 37 Hurley avenue.

The ceremony performed at Teaneck, N. J.

for the best in
DANCE TRAINING
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ACADEMY OF DANCE

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- TAP
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Outside Engagements Accepted



by Marian Martin

Sew a whole wardrobe of smart dresses from this pattern! Just vary the neckline from novel scoop style to a collared version—it's an ideal all-season fashion. Make it casual or dressy according to fabric; its lovely lines are both versatile and flattering!

Pattern 9213: Misses' Sizes 12, 14, 16, 18, 20; 40, 42, 44, 46. Size 18 requires 4 1/2 yards 39-inch fabric.

This easy-to-use pattern gives perfect fit. Complete, illustrated Sew Chart shows you every step.

Send THIRTY-FIVE CENTS in coins for this pattern—add 5 cents for each pattern for 1st-class mailing. Send to Marian Martin, care of The Kingston Daily Freeman, 73 Pattern Dept., 232 West 18th St., New York 11, N. Y. Print plainly NAME, ADDRESS with ZONE, SIZE and STYLE NUMBER.

GREENWALD'S
fine Shoes

**Mid-Winter
SHOE SALE**

Now Going On

286 Fair St.,

Kingston, N. Y.



CELEBRATE SILVER ANNIVERSARY—Mr. and Mrs. Arthur W. Buddenhagen of 9 Harrison Place celebrated their 25th wedding anniversary Saturday. Mr. Buddenhagen is resident manager of the Central Hudson Gas and Electric Corp. Guests at the luncheon included Mrs. Emma Buddenhagen, Mrs. Rosa Lindhorst, Mr. and Mrs. Wilmer Wiedemann and daughter Ruth; Mr. and Mrs. Raymond Lindhorst; Mr. and Mrs. Milfred Buddenhagen and son, Robert; Mr. and Mrs. Chris Schleede and daughter, Harriet; Mr. and Mrs. Clarence Saehoff and children, Judith and Paul; Mr. and Mrs. Clarence Buddenhagen and son, John; and Mr. and Mrs. August L. Wiedemann and children, Augie and Nancy.

IBM Male Chorus to Be Featured in First Concert Series Saturday at Poughkeepsie

Poughkeepsie—A series of winter concerts and dances will be conducted by IBM musical groups for employees, their families and friends commencing Saturday at the Poughkeepsie IBM Country Club. There is no charge for the evenings which commence with concerts at 8:15 p. m. and end with dancing from 10 p. m. until midnight. The affairs are sponsored by the board of governors to the IBM Country Club.

Among the selections to be heard are "Blue Tail Fly," "Ave Verum," "De Gospel Train" and Richter's "The Creation." A double-quartet selected from the chorus will also be heard during the concert.

Other concerts scheduled in the current series, include, Feb. 9, IBM Band; March 2, IBM Mixed Chorus; March 30 IBM Band; and April 27, combined musical groups. The IBM Orchestra provides the dance music following each of the concerts.

James A. Silvestri
In Ithaca Ensemble

James A. Silvestri of Ithaca is a member of the Ithaca College Brass Ensemble which recently gave a program under the auspices of the Genoa (N.Y.) Parent-Teacher Assn.

Enrolled in the School of Music at Ithaca College, Mr. Silvestri is the son of Mr. and Mrs. Anthony Silvestri of 86 Stephen street.

Civil Air Patrol

Kingston Squadron, Civil Air Patrol, will resume regular meetings Wednesday at 7:30 p. m. at the MJM School. All seniors and cadets are urged to be present and prompt. An Air Force film will be shown. Lt. Robert Delaney, commandant of cadets, invites any teenager, boy or girl, to come to this meeting to learn about Civil Air Patrol.

Club Notices

Modern Mothers

The Modern Mothers' Child Study Club will hold a meeting Wednesday, Jan. 9, at the home of Mrs. Howard Stauble, 135 Prospect street. The topic for discussion will be "What Do You Want for Your Child?" Mrs. Robert Hogan will be in charge.

Bloomingdale Ladies

The Ladies' Aid Society of Bloomingdale Reformed Church, Bloomingdale meets Thursday at 2 p. m. at the church. Hostess will be Mrs. Raymond Le Fever.

Hurley Parents' Club

The Hurley Parent's Club meets at the school Wednesday at 8 p. m. A discussion on consolidation will be held.

School No. 4 Mothers' Club

The Mothers' Club of School No. 4 will hold its monthly meeting tonight at 8 o'clock at the school. All mothers are requested to attend.

Easy to Make!



7385

by Alice Brooks

Build your own wooden lawn or patio chairs—easy to do—saves many dollars besides!

Woodcraft Pattern 7385: Simple directions for making lawn, porch or patio chairs. Ac-tual-size paper pattern pieces included, with easy-to-follow numbered guide.

Send twenty-five cents in coins for this pattern—add 5 cents for each pattern for 1st-class mailing. Send to The Kingston Daily Freeman, 51 Household Arts Dept., P.O. Box 163, Old Chelsea Station, New York 11, N. Y. Print plainly name, address, zone and pattern number.

Two free patterns—printed in our Alice Brooks Needcraft book—stunning designs for yourself, for your home—just for you, our readers! Dozens of other designs to order—all easy, fascinating hand-work! Send 25 cents for your copy of this wonderful book right away!



PLAN HOSPITAL BALL—Committee members of the Kingston Hospital Auxiliary work on arrangements for the annual ball to be held at the Governor Clinton Hotel on Saturday, Feb. 2. L-R) Mrs. Stephen McGrath, Miss Marguerite Meyers, Mrs. Roger Baer Schwartz, chairman of the ball committee, and Mrs. Burton Davis. (Freeman photo).

Fish should be strung through the point of the lower lip only, not through both.

"NEW" **INTRODUCING**



"Bouffant"

In Various Hair Styles
—AT MARTIN'S—
You will experience gracious,
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For Appointment Call
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AT LAST
New Streaks and Tippings
in Only 10 Minutes.

J. Martin
Hair Stylists
31 N. Front Street
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**SALE—New Portable Sewing Machine from \$49
Rebuilt Singer Electric Portables \$29. See Us
We Electrify Your Old Machine \$14.50 up
Expert Machine Repairs, Parts for All**

ANTIQUES WANTED — **HIGH PRICES PAID**
China, Cut Glass, Bric-a-Brac, Oil Lamps, Old Picture
Frames, Music Boxes, Marbletop Tables, Wash Stands,
Jewelry, Iron Urns. **WRITE AND WE WILL CALL.**
SABLE 337 B'WAY. Save this ad for future use. Ph. 1838

GOLDMAN'S SEMI-ANNUAL CLEARANCE

SALE

Begins Wednesday, January 9 at 10 A. M. Drastic markdowns on Entire Stock of timely fashions to make room for incoming merchandise. If you've attended past sales, you know how great our values are—if you've never attended our sales before, this is your chance to find out what terrific bargains are. ALL MERCHANDISE from regular stock. Size and price ranges are broken. Come EARLY for best selections.

For Early Shoppers
One Rack
DRESSES \$1
No Try-ons

COATS
SUITS
DRESSES
SKIRTS
BLOUSES
SWEATERS
MILLINERY
COSTUME JEWELRY
HAND BAGS

**20% to
50% off**

All Sales Cash and Final — No Approvals or Exchanges — No Alterations or Pin-Fittings

Goldman's
1 main street, kingston, new york

Immaculates, Frank's Take Senior Contests

Long Paces Scorers With 22 Markers

Immaculate Conception led all the way to defeat Powells, 44-41, in a Senior Recreation League basketball game last night at the MJM gym.

In the companion game, Frank's Barber Shop had a big second half to trounce the Spooks, 62-43.

Bill McCabe's 16 points led the Immaculates in a game decided as early as the first quarter. The Conception cagers gained an 11-8 margin and the teams proceeded to battle point for point the rest of the way.

Marv Engle and Gorman each had eight points. Jim Taylor bucketed 12 points for the Powells. Gray hit 10.

Long Scores 22

Al Long, former KHS star, scored 22 points through the hoop for Frank's Barber Shop against the Spooks. The Barbers made their move with a 16-5 margin in the second period after a 12-12 stalemate at the quarter.

Vince Hainer scored 14 points for Frank's Butch Tomaseskie led the Spooks with 17 points. Lucas hit 11 and Tremper 10.

The scores:

Immaculate Conception (44)

	FG	FP	TP
S. Janecek, f	3	0	6
B. McCabe, f	6	4	16
N. Gorman, c	4	0	8
M. Engle, g	4	0	8
J. Miles, g	1	0	2
J. Cullum, g	2	0	4
J. Hines, g	0	0	0
	20	4	44

	FG	FP	TP
J. Taylor, f	2	8	12
T. Childs, f	2	3	7
A. Brown, c	1	0	2
H. Pratt, g	1	0	2
H. Dawson, g	4	0	8
R. Gray, g	2	6	10
	12	17	41

	FG	FP	TP
Immac. Conception	11	8	12
Powells	8	12	13
	20	4	44

	FG	FP	TP
Haines, f	5	4	14
Coughlin, f	1	1	3
Chase, g	3	1	7
Long, c	9	4	22
Van Buren, f	3	1	7
Sember, f	4	1	9
Weishaup, g	0	0	0
Wonderbeck, g	0	0	0
	25	12	62

	FG	FP	TP
Dudek, f	0	0	0
DeCicco, f	1	0	2
Lucas, c	5	1	11
Sember, f	0	0	0
Tomaseskie, g	5	7	17
Tremper, g	3	4	10
Secreto, g	0	0	0
Turck, g	0	3	3
	14	15	43

	Scoring by quarters:	FG	FP	TP
Spooks	12 5 7 19-43	0	0	0
Frank's	12 16 22 62-43	2	8	12

	FG	FP	TP
Spooks	43	0	0
Frank's	41	0	0
	25	12	62

	FG	FP	TP
St. Louis	4	0	4
Frank's Barber Shop	62	0	62
	25	12	62

	FG	FP	TP
Holzman	1	0	1
Frank's Barber Shop	62	0	62
	25	12	62

	FG	FP	TP
Spooks	43	0	0
Frank's	41	0	0
	25	12	62

	FG	FP	TP
Arizin Reclaims	1	0	1
Lead From Pettit	1	0	1
	25	12	62

	FG	FP	TP
Arizin	1	0	1
Pettit	1	0	1
	25	12	62

	FG	FP	TP
Reular Meeting	1	0	1
TONIGHT	1	0	1
JOYCE-SCHIRICK POST	1	0	1
V.F.W.	1	0	1
POST HOME	1	0	1
REFRESHMENTS	1	0	1

	FG	FP	TP
FISK SNOW TIRES	1	0	1
TONIGHT	1	0	1
JOYCE-SCHIRICK POST	1	0	1
V.F.W.	1	0	1
POST HOME	1	0	1
REFRESHMENTS	1	0	1

	FG	FP	TP
FISK SNOW TIRES	1	0	1
TONIGHT	1	0	1
JOYCE-SCHIRICK POST	1	0	1
V.F.W.	1	0	1
POST HOME	1	0	1
REFRESHMENTS	1	0	1

	FG	FP	TP
FISK SNOW TIRES	1	0	1
TONIGHT	1	0	1
JOYCE-SCHIRICK POST	1	0	1
V.F.W.	1	0	1
POST HOME	1	0	1
REFRESHMENTS	1	0	1

	FG	FP	TP

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Man's Oldest Story Finally Caught Up With Old Jackie



New York, Jan. 8 (AP)—One of the reasons that prompted Jackie Robinson's retirement was his deep conviction he no longer could be of any value to a major league ball club.

In a frank appraisal of himself, the former Brooklyn Dodgers star said today he felt he was too old to help the New York Giants, to whom he had been traded by Brooklyn last Dec. 13, and added it would be too much of an ordeal to try to get himself in proper shape to play again.

"Let's face it," he said. "I'm 38 years old. I'm not near the player I used to be. I don't think I would have been of any help to the Giants. They need much more than an old guy like me to put them back in contention. They've lost too many young players—fellows like Jackie Brandt and Bill White and Willie Kirkland—to the service. I wish the Giants all the luck in the world next year but I don't think they have much of a ball club."

No Training Grind

Robinson, who announced his decision to quit baseball for a job with a restaurant chain, said one of the reasons he was happy over his new job was because it would relieve him of having to go through the torture of trying to get in condition.

"I finished the 1956 season at 200 pounds," he said. "In order to give forth my best efforts I should be down to about 206-208 pounds when the season opens. Right now I weigh 228. It would be real torture to get down to playing weight and besides I don't know whether I'd be able to do it."

Told that the old Robinson would have considered this a real challenge and would have jumped at it, Robinson replied: "I'm sick and tired of accepting challenges. That's all my life has been—a series of challenges. As late as this past spring, I was obliged to accept a challenge. That was when the Dodgers acquired Randy Jackson with the intention of having him play third base regularly."

Thinks of Himself

Told his decision to quit would be a blow to Willie Mays, who had publicly stated that Robinson's presence on the Giants would be of great personal benefit to him, Robinson said:

"It's about time I started thinking about Jackie Robinson, not somebody else."

In the next breath, Robinson praised Mays, calling the young center field star of the Giants as potentially the finest ball player in the major leagues today.

Cementon Meeting

The annual meeting and election of officers of the Cementon Association is slated for Tuesday (tonight) at 8 o'clock at Gage's Hall, Cementon.



STRANGLING SITUATION—Seattle U. basketball coach Johnny Castellani appears to be choking himself as he watched his 10th-ranked squad play Jan. 6 game with the University of Portland. Seattle won in overtime, 87-81. (AP Wirephoto)

It Seems Nobody Was Loser Here

New York, Jan. 8 (AP)—Bobby Courchesne and Johnny Busso put on such a good scrap at St.

Nicholas Arena last night the loser was rewarded along with the winner today.

Matchmaker Teddy Brenner said Courchesne, victor of the close, exciting television 10-round, would be pitted against featherweight contender Carmelo Costa, and the loser, favored Johnny Busso, would be matched with former lightweight champion Paddy De Marco.

Courchesne, an aggressive little fellow from Holyoke, Mass., earned a shot at De Marco by his split decision win but said Paddy, now a 143 pounder, was too heavy. So Brenner named Costa as his opponent for the commission will okay the bout.

Brenner said the bouts will be held Feb. 4 and Feb. 11 and that the first date would go to the one who is physically fit first.

Both Busso and Courchesne absorbed heavy punishment in the action-packed and bruising battle.

Judge Artie Aidala (5-4-1) and Referee Teddy Martin (5-5) voted for Courchesne. Martin had it even in rounds but Bobby was ahead on the supplementary point system. Judge Bert Grant cast a minority vote for Busso 6-3-1. The AP had it even in rounds, 5-5, with a slight edge on points to Courchesne.

Busso, a 13-5 favorite, outweighed the aggressive New Englander, 140 to 134 1/4.

Rigney Promises Fairness

New York, Jan. 8 (AP)—Edward E. Rigney, newly appointed special prosecutor in Suffolk county, promises "a fair, a thorough and a relentless inquiry" into charges of official corruption in the county.

He says he will "do a lawyer-like job and have no interest in the political affiliations of any one who comes under investigation—let the chips fall where they may."

Rigney, a 48-year-old lawyer who calls himself an inactive Democrat, held a news conference here yesterday to discuss his role as special prosecutor in the Republican-controlled Long Island county.

Rigney was appointed Friday by outgoing Republican Atty. Gen. Jacob K. Javits.

Rigney's Statement

Speaking to newsmen at his Manhattan private office, Rigney said: "It is my hope that when the inquiry is concluded no innocent person will have suffered from it and no guilty person will have escaped."

Rigney said Javits, who is to be sworn in as a U. S. Senator this week, had assured him he would "have a completely free hand to do whatever I think appropriate in the public interest."

Rigney said he had not yet decided on his staff, but had been told by Javits and by Daniel Gutman, counsel to Democratic Gov. Averell Harriman, that "I could appoint any person I wanted in the world."

He said he would not exclude the possibility that his staff would include George W. Percy, a Democrat who was specially appointed by Harriman as Suffolk county district attorney last year to conduct the probe but was defeated in the November election.

Will Hold Talks

On the staff issue, Rigney said he would talk this week with Percy and with State Investigation Commissioner J. Irwin Shapiro, a Harriman appointee.

The current probe grew from inquiries conducted by Shapiro and charges by the commissioner of corruption and other wrongdoing by various officials and police in Suffolk.

Javits said that neither Percy nor the newly elected district attorney, Republican John P. Cohalan Jr., was eligible to conduct a "nonpartisan" investigation.

Rigney said at the news conference that he will prosecute 24 indictments handed up since Sept. 2 by the special county grand jury which is in recess until Jan. 15.

List of Charges

Rigney said offenses charged against a score of Suffolk officials include grand larceny, extortion, perjury, bribery, neglect of duty, taking illegal fees and conspiracy.

Rigney said he plans a conference with Cohalan.

The special prosecutor will maintain offices at both Riverhead, the Suffolk county seat, and at the state attorney general's Manhattan headquarters.

Rigney has served as an assistant U. S. attorney here, and was seventh deputy police commissioner in New York city for two months in 1951.

He said at the news conference that he has never been "active in any political party in New York city since coming here in November 1933."

He said that "as a young lad I was a little bit active upstate as a 'Democrat' in his home town of Holcomb in Ontario county."

Want Games

Boys' Department basketball squad of the YMCA would like to book games with any local teams using players between the ages of 12 and 15. Teams interested are asked to contact Doc Rebollo at the Y.

Larsen Is Hockey Fan

Don Larsen, only pitcher to hurl a perfect World Series game is a frequent visitor to Madison Square Garden when the New York Rangers play. He often is accompanied by his catcher, Yogi Berra, another rabid hockey fan.

Three Knick Aces On All Star Five

Three members of the New York Knickerbockers have been named to the Eastern Division team that will play the West in the seventh annual NBA All Star game in the Boston Garden next Tuesday night.

The selections are Harry Gallatin, Sweetwater Clifton and Carl Braun.

The veteran trio was among the 10-man squads selected by sportswriters and sportscasters in NBA cities. Gallatin has played in each of the previous six games.

Seven Unanimous

Seven of the 27 players selected for the two teams were unanimous choices. Bob Cousy of the Boston Celtics, who also has played in every All Stars game; Bill Sharman also of the Celtics; Adolph Schayes, of Syracuse; Paul Arizin and Neil Johnston of Philadelphia; Bob Pettit of St. Louis and Maurice Stokes of Rochester were the players selected on every ballot.

Rounding out the Eastern squad were Tom Heinsohn, Boston, and Jack George, Philadelphia.

Named to the Western squad besides the unanimous picks were George Yardley, Mel Hutchins, Fort Wayne; Ed Macauley, St. Louis; Clyde Lovellette, Dick Garmaker, Minneapolis; Richie Regan, Jack Twyman, Rochester, and Slater Martin, St. Louis.

Beliveau Widens Margin Over Howe

Montreal, Jan. 8 (AP)—Jean Beliveau, gangling center of the champion Montreal Canadiens, has opened an eight-point lead over Detroit's Gordie Howe in the National Hockey League's individual scoring competition.

Beliveau garnered four points in last week's games, giving him 56 for the season. Howe has 48 points on 25 goals—tops in the league—and 23 assists.

College Basketball

By The Associated Press

East

Penn State 86, Gettysburg 50.

Duquesne 57, Villanova 45.

Syracuse 79, Connecticut 78.

Drexel 75, Delaware 74 (overtime).

Upsala 71, Brooklyn Poly 54.

Norwich 77, Plattsburgh Techs 68.

Vanderbilt 81, Georgia Tech 73.

Furman 85, Virginia Tech 81.

The Citadel 81, VMI 71.

Oklahoma City 85, Western Ken-

tucky 78.

Tulane 72, Georgia 54.

Auburn 88, Mississippi 66.

Alabama 83, Mississippi State 78.

Florida 74, Louisiana State 50.

Fish 62, Xavier (New Orleans) 54.

Miami (Fla.) 89, Stetson 81.

Midwest

Ohio State 75, Purdue 58.

Michigan 70, Michigan State 69.

Indiana 79, Wisconsin 68.

Illinois 81, Iowa 70.

Kansas 59, Oklahoma 51.

Nebraska 72, Colorado 52.

Michigan 77, Iowa State 59.

Bradley 88, Drake 75.

Kentucky 88, Chicago Loyola 62.

Marquette 61, Detroit 64.

Southwest

Rio 78, Arkansas 68.

Arizona 79, Texas Tech 63.

Far West

Denver 74, Wyoming 56.

Marciano Wins Suit on Photos

Brockton, Mass., Jan. 7 (AP)—Retired heavyweight champion

Rocky Marciano won a decision

today in a \$1,400 suit against

him in district court.

Marciano was sued by Bob

Gaffney, a Randolph policeman

and photographer, seeking pay-

ments for photographs he said

he made of the retired champion.

Special Justice Samuel Bar-

nett, in a finding filed today,

ruled that Gaffney "did not sus-

tain the burden of the proof by

the evidence."

Shantz Signs Pact

Kansas City, Jan. 8 (AP)—

Southpaw pitcher Bobby Shantz

and a pair of outfielders are

back on the dotted line for the

Kansas City Athletics.

The American League club an-

nounced the diminutive hurler

returned his 1957 contract yes-

terday along with Johnny Groth

and Dave Melton. Shantz, once

the A's top flinger, has been in-

effective for the past three

years, mainly due to a sore arm.

His won-lost record last year for

101 innings was 2-7. He reported

his arm feels fine now and

that he is keeping in excellent

condition by indoor workouts at

Philadelphia with Robin Rob-

erts and Curt Simmons of the

Phillies and Del Ennis of the

St. Louis Cardinals.

Guglielmi Honored

Washington, Jan. 7 (AP)—Ralph

Guglielmi, the former Notre

Dame and Washington Redskins

quarterback, today was named

the outstanding Armed Forces

Player of the Year by the Wash-

ington Touchdown Club. Gugliel-

mi is stationed at Bolling Air

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5 \$10 2.55 4.20 13.75

6 \$12 3.06 5.04 16.50

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the ad appeared and at the rate
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responsible for more than one time.

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town each day except Saturday. Clos-
ing time for Sunday publication
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DownTown
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sand, fill, shale, also building, plan-
tering and mounding sand loaded in
trucks or delivered. George Van
Aken Phone 2672-2.

AIRWAY SANITIZER-vacuum clean-
er. \$15; also Singer all gear driven
and like new. \$35. Write Box A.S., Uptown Freeman.

A KROEHLER sofa & chair \$139.00;
Rockford sofabed & chair \$129.00;
Butler's low overbed Furniture
Store on Route 28A, West Hurley.
Budget payments.

AIR COMPRESSOR—1/4 h.p. on rub-
ber wheels. \$55. Ben Rhymers
Wheel Alignment Shop. Phone
1001.

ARMSTRONG'S QUAKER RUGS—all
sizes, lowest prices. Thrifters 9x12
rugs \$4.95; floor covering 39¢ sq.
yd; up; metal wall cabinets,
tresses, studio pictures, wardrobes
at reduced prices.

COHEN'S
15 Hashbrook Ave. Downtown

Ask for "OK" Fallerman. I make
loans \$25 to \$1000 to BUY ANY-
THING—10% to 15%. U.S.
UPSTATE LOAN CO. 36 N. Front
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mdrn. antique. Sam's 76 N. Front.

AT YOUR Leisure shop at CATS-
KILL VALLEY HOBBY SHOP
Lucas Ave. Ext. Phone 8913. 4-
Diy. 4-9 p. m. Sat. & Sun. 1-9 p. m.

BARGAINS—children's wear, gift
wrap, R. & M. Economy Shop,
Lowest prices. Millard Bldg. 106
Prince St.

BULLDOZER—Caterpillar R2. Trac-
tor A-1 shape; blade, fair price
\$650. Ideal for logging. Phone
773-51.

CABINETS for kitchen or any room,
expertly made. For free estimate,
call Sam's 6565, or Wood-
stock 9000.

CAMERAS—used, always a fine se-
lection at low prices. Tom Reynolds,
Community Theatre Building,
599 Eway. Phone 5039.

CHAIN SAWS - McCULLOCH
(One Man). Sales, Parts, Service.
West Shokan Garage. Ph. Shokan 2573. West Shokan, N. Y.

CRIB—table radio; breakfast nook;
file cabinet; utility trailer; other
items. Phone 5741.

DINING ROOM SET—10 piece, wal-
nut, good condition. 124 So. Manor
Ave.

DRUMS—Leedy & Ludwig. Marine
Percussion. Bass drum. Value
\$29.95. Price \$15. Write Box DR,
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special low price. Phone 218-J-2.

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110 Volt. AC current. All sizes.
West Shokan Garage
Ph. Shokan 2573. West Shokan, N. Y.

EVENING GOWNS—(2) size 9. Also
2 dresser lamps; training chair;
small size tricycle; living room
goose-neck floor lamp; corner knick-
knack shelf; 2 dresses, size 9. Ph.
7629-R.

FIREWOOD

Hard wood, fireplace, furnace and
kitchen stove. By the cord or truck
load. Reasonable, prompt delivery.
Phone collect Shokan 2417.

FUR COAT—dark brown muskrat,
size 16. \$10. 5 times. \$50.
150 N. O'Reilly St.

GARAGE DOOR—(1) overhead type,
size 8' x 10'. Mount Lamb coat, size
16-18. \$20. Phone 5269-J.

GATE LEG TABLE—& chairs: cedar
chest, porch & lawn chairs, also
garden tools. Joseph Muller, Union
Center Rd. Ulster Pk. Ph. 7651-R.

HOUSEHOLD FURNITURE—new,
owner transferred. Sam's 735-J.

ICE SKATES (shoe) boy's size 3,
like new. \$10. Phone 6969 after
5:30 p. m.

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52 Hurley Ave.

RANGE—Gas & oil combination,
good condition; reasonable. Phone
8660.

RIFLE—Mossberg 22 LR only, tel-
sight like new. \$50. Schatz, 111
Alderton Rd. Phone 1942-1 after 5.

RUGS 9x12—\$1.95 & up. Heavy w/
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33¢ ft & up. Studio couch, gas
ranges, mattresses, chests, metal
cabinets, base cabinets, office desks.
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a single unit. 5 major power tools
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with confidence. Delivered complete with
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Brothers, Mt. Marion, N. Y.

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reconditioned, guaranteed! Large
selection.

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Saugerties Rd. Kingston, Tel. 7072.

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Phone 4477-R after 5:30.

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2 & 3 ROOM—modern furnished apt. & 3 room cottage. By week or month. Ph. Saugerties 368 after 5.
3 ROOM APT.—all facilities. Central location. Only business couple need apply. Phone 6096.
3 ROOM APT.—also 1 1/2 room apt. and single room. Phone 6410.
3 ROOMS—apt. 1 room kitchen & bath, 1 double room, light housekeeping, hot & cold running water. Saugerties 631. Renes.
3 ROOMS—knotty pine kitchen, heat, hot water, ceramic tile shower. References. \$70. Rosendale 4018.
WOODSTOCK—suitable for 1 person, all utilities included in rent. Woodstock Inn Apts. Phone Woodstock 9160.

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A BEAUTIFUL ROOM WITH HOME PRIVILEGES NEAR IBM. PHONE 2924 OR 5741.

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A WELL LIGHTED comfortable room, with all housekeeping. Heat, gas and electric furnished. Slauson, 46 Cedar St.

FURNISHED ROOMS—with twin beds & showers. Completely furnished living room & kitchen facilities. IBM men. Excellent location. Phone 3359 or 4663.

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MODERN SLEEPING ROOM—with private entrance, next to bath. \$8 Phone 8031-1.

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RENOVATED ROOMS—by day, week or month. Hotel Elsier, Railroad Ave.

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40 JOHN ST.

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The Weather

TUESDAY, JANUARY 8, 1957

Sun rises at 7:23 a. m.; sun sets at 4:41 p. m., EST.

Weather: Cloudy.

The Temperature

The lowest temperature recorded on The Freeman thermometer during the night was 27 degrees. The highest figure recorded up to noon today was 36 degrees.

Weather Forecast

NEW YORK CITY and vicinity: Fair this afternoon and tonight with increasing cloudiness on Wednesday and a chance of some light rain or snow late in the day Wednesday. Temperatures this afternoon around the 40 degree level, dropping off to a low of about 25 degrees during tonight and afternoon temperatures Wednesday in the upper 30's. Fresh northwest winds this afternoon diminishing tonight, becoming fresh southerly on Wednesday. Visibility mostly good. Outlooks: Thursday cloudy with chance of rain or snow with very little change in temperature. Friday mostly fair and cold.



EASTERN New York: Considerable cloudiness with occasional snow flurries this afternoon. Periods of light snow beginning in west portion late tonight and all sections Wednesday. Seasonably cold. High temperatures today and Wednesday in the 20's generally and low 30s in lower Hudson Valley. Low tonight 10 to 20.

Temperature Table

Albany, N. Y., Jan. 8 (AP)—U. S. Weather Bureau temperatures to 7:30 a. m.

24-Hour 12-Hour

	High	Low
Albany	30	10
Binghamton	27	24
Buffalo	33	26
Utica	25	25
Cleveland	34	26
Detroit	34	19
Galveston	68	64
Los Angeles	57	52
Miami	79	59
Minneapolis	37	22
Montreal	21	17
New York	35	34
Philadelphia	35	30
Rochester	32	26
Seattle	40	32
Washington	43	31

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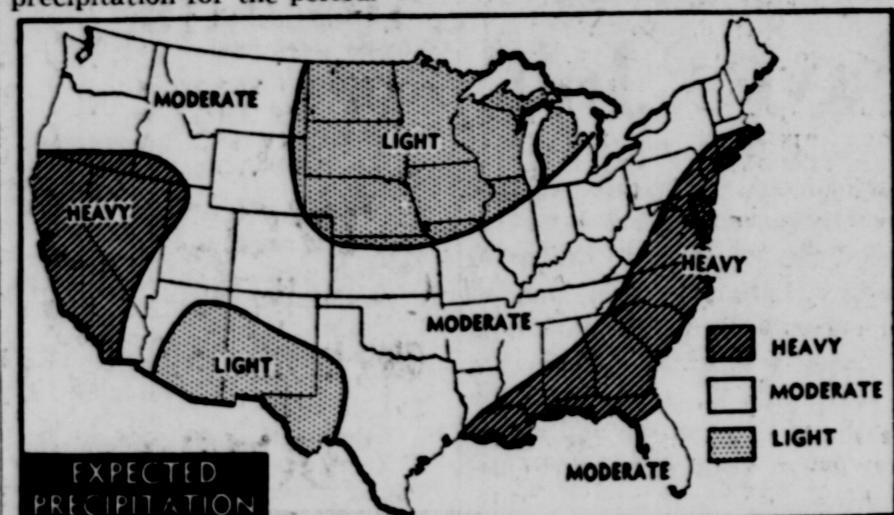
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20' Full Floating
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TEL. 248 KINGSTON, N. Y.

This Month's Weather---

The maps below give you the U. S. Weather Bureau's long-range forecast from now until February. It is not a specific forecast in the usual sense but an ESTIMATE of average temperatures and precipitation for the period.



Heavy rain and snow are predicted east of the Appalachians and along the West Coast. Light precipitation should prevail for the Northern Plains, Great Lakes region and far Southwest.



Seasonably cold is the outlook for the eastern half of the nation, with the Northeast taking the brunt of abnormally low temperatures. Warmer than normal temperatures should hit Montana and Southern California and Arizona.

Nuclear Reactor Safe, Acker Testimony Says

Washington, D. C., Jan. 8—At a hearing called by the Atomic Energy Commission, representatives of the nonprofit research corporation, Power Reactor Development Company, testified today that the company is confident it can meet all requirements of safety and financial responsibility in the construction and operation of the breeder reactor of the Enrico Fermi Atomic Power Plant near Monroe, Mich.

Ernest R. Acker, president of Central Hudson Gas and Electric Corporation and a vice president of the reactor company, was the principal witness on matters of corporate policy and financial responsibility of the reactor company. Central Hudson is one of the members of the reactor company and is participating in the project because of the importance it attaches to the prospective use of nuclear fuels in the generation of electric power.

On the question of the reactor's safety, Mr. Acker said the management of the reactor company was confident that "the reactor could be constructed at the proposed site without creating any hazard to the public health and safety, and that any problems requiring solution in connection with the operation of the reactor would be satisfactorily resolved through testing and experiments by the time the reactor was ready to commence operations."

Mr. Acker testified: "We will not place the plant in operation unless these experiments satisfy not only the Atomic Energy Commission but also the staff and consultants of the reactor company."

Mr. Acker, who is also chairman of the reactor company's financial committee, said that the construction of the reactor portion of the plant will require an estimated expenditure of about \$43,000,000 and will be financed primarily by contributions from the twenty-one members of the reactor company. As

Mr. Acker in his testimony, stated that the reactor company is a non-profit organization whose sole purpose is to carry out research and development in the field of the peace-time application of atomic energy for the production of electric power.

He emphasized that while the Enrico Fermi reactor will be experimental and is not expected to be economically competitive with conventional steam electric generating plants, the development of the breeder reactor, which will produce more fissionable material than it consumes, is considered by many outstanding experts to offer the greatest promise of economic production of electric power. Mr. Acker noted that the technical knowledge expected to be gained through the construction and operation of this reactor "is of the utmost importance to an economic use of nuclear fuels for peace-time purposes."

Act United Programs

The Atomic Energy Act of 1954, he stated, was enacted to encourage the participation of private industry in advancing the peace-time application of the atom. It was under the provisions of this act that the Atomic Energy Commission announced its Power Demonstration Reactor Program and invited industry to submit proposals for the construction of reactors of various types.

The reactor company, on March 30, 1955 submitted a proposal under this program to design, construct, own and operate a development breeder reactor.

The Commission, in August, issued a conditional construction permit to the reactor company and ground was broken for the Enrico Fermi plant four days later. The plant is scheduled to be in experimental operation late in 1959.

Mr. Acker testified the reactor company believed that the best way to expedite the development of the use of atomic energy for the production of electricity was to proceed with the construction of the proposed breeder reactor. He expressed the confidence of the members of the reactor company in the successful conduct of all essential safety experiments and concluded that "it is in the best interest of the public for the construction of this project to go forward without unnecessary delay."

Killed by Train

Canandaigua, N. Y., Jan. 8 (AP)—Howard Ernst, 55, of the nearby Ontario county village of Victor was killed today when his auto and a New York Central passenger train collided at a grade crossing five miles north of here.

Governor . . .

erial aid, assets remaining in the state's capital construction fund, additional appropriations from current revenues and proceeds from the . . . bond issue . . . New York state will have adequate funds to carry out the highway construction program recommended by the Diefender Commission on Highway Finance.

No Direct Reference

Harriman will make no direct reference to a gasoline tax. However, he is known to feel that an increase may be required to help pay off the 500-million-dollar highway bond issue approved by voters last November. The state tax is now four cents a gallon.

Republicans reportedly would like to force Harriman to ask for the higher tax next year, when he plans to be a candidate for reelection.

The GOP statement said the party's legislative majorities intended to see that "the Harriman administration carries forward the great highway construction program which Republican thrift, leadership and vision have made possible."

Other Recommendations

In other areas, the Republican leaders recommended:

1. An advisory council to bring the problems of small business before the Legislature.

2. A uniform unemployment insurance tax rate for small employers.

3. An increase in college scholarships and a student loan fund to supplement them.

4. Final legislative approval of the proposed constitutional amendment for a 250-million-dollar construction bond issue. The proposal then would go to voters.

5. More liberal qualifications under which new residents of the state could vote.

Harriman has favored scholarship increases, the bond issue and voting changes.

The Republicans said they offered "no swift or complete remedies for all the troubles of mankind. We have advanced only those proposals which, in our judgment, represent practical progress and can be attained within the framework of representative state government."

Harriman is to report that the state placed about 195 million dollars worth of toll-free highway construction under contract in 1956. He plans to tell the legislators that his administration hopes to raise that total to 300 million this year with the aid of bond issue revenues.

He will tell the lawmakers that the public works department is drawing plans under which the state would take over maintenance of approximately 500 town bridges in the state highway system.

The governor also will propose legislation that would restrict erection of billboards along interstate roads and controlled access highways.

Eight Hurt in Blast

Montreal, Jan. 8 (AP)—Window-shattering explosions and a spectacular fire wrecked the storage area of the Shell Oil Co., Ltd., refinery on the eastern outskirts of Montreal today. Eight persons were injured. The damage was estimated at more than three million dollars. The fire broke out about 4:30 a. m. It was triggered by a series of blasts that sent flames leaping 200 feet into the air and smashed glass in the windows of adjacent buildings.

The blasts were heard 10 miles away, the glow of the fire was visible for 20 miles.

Research Main Purpose

Mr. Acker, in his testimony, stated that the reactor company is a non-profit organization whose sole purpose is to carry out research and development in the field of the peace-time application of atomic energy for the production of electric power.

He emphasized that while the Enrico Fermi reactor will be experimental and is not expected to be economically competitive with conventional steam electric generating plants, the development of the breeder reactor, which will produce more fissionable material than it consumes, is considered by many outstanding experts to offer the greatest promise of economic production of electric power.

Mr. Acker noted that the technical knowledge expected to be gained through the construction and operation of this reactor "is of the utmost importance to an economic use of nuclear fuels for peace-time purposes."

Act United Programs

The Atomic Energy Act of 1954, he stated, was enacted to encourage the participation of private industry in advancing the peace-time application of the atom. It was under the provisions of this act that the Atomic Energy Commission announced its Power Demonstration Reactor Program and invited industry to submit proposals for the construction of reactors of various types.

The reactor company, on March 30, 1955 submitted a proposal under this program to design, construct, own and operate a development breeder reactor.

The Commission, in August, issued a conditional construction permit to the reactor company and ground was broken for the Enrico Fermi plant four days later. The plant is scheduled to be in experimental operation late in 1959.

Mr. Acker testified the reactor company believed that the best way to expedite the development of the use of atomic energy for the production of electricity was to proceed with the construction of the proposed breeder reactor.

He expressed the confidence of the members of the reactor company in the successful conduct of all essential safety experiments and concluded that "it is in the best interest of the public for the construction of this project to go forward without unnecessary delay."

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